

SOUTHERN CALIFORNIA



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GOVERNMENTS**

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Energy & Environment
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Alan Wapner, San Bernardino
Associated Governments

MEETING OF THE

LEGISLATIVE/COMMUNICATIONS AND MEMBERSHIP COMMITTEE

Tuesday, May 20, 2014

8:30 a.m. - 10:00 a.m.

SCAG Offices

**818 West 7th Street, 12th Floor
Policy Committee Room B
Los Angeles, CA 90017
(213) 236-1800**

Videoconference Available

Riverside SCAG Office

**3403 10th Street, Suite 805
Riverside, CA 92501**

San Bernardino SCAG Office

**1170 W. 3rd Street, Suite 140
San Bernardino, CA 92418**

Southbay Cities COG

**South Bay Environmental Services Center
20285 S. Western Avenue, Suite 100
Torrance, CA 90501**

Teleconference Is Available

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Ruby Moreno at (213) 236-1840 or via email moreno@scag.ca.gov

Agendas & Minutes for the Legislative/ Communications and Membership Committee are also available at:

<http://www.scag.ca.gov/committees/Pages/default.aspx>

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The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

Legislative/Communications and Membership Committee

May 2014

Pam O'Connor, District 41
Larry McCallon, District 7

Chair
Vice-Chair

Member

Barrows, Bruce
Becerra, Glen
Clark, Margaret
Daigle, Leslie
Daniels, Gene
Finlay, Margaret
Martinez, Michele
McCallon, Larry
Mitchell, Judy
Murray, Kris
Nelson, Shawn
Pettis, Greg
Rush, Adam
Viegas-Walker, Cheryl
Wapner, Alan

Representing

District 23
District 46
District 32
District 15
District 24
District 35
District 16
District 7
District 40
District 19
Orange County
District 2
RCTC
District 1
SANBAG

TELECONFERENCE LOCATIONS:

Hon. Glen Becerra
2244 Walnut Grove, 4th Floor
Rosemead, CA 91770

Hon. Margaret Clark
Rosemead City Hall
8838 E Valley Blvd
Rosemead, CA 91770

Hon. Leslie Daigle
2201 Vista Huerta,
Newport Beach, CA 92660

Hon. Margaret Finlay
2221 Rim Road
Duarte, CA 91008

Hon. Judy Mitchell
20285 S. Western Avenue, Suite 100
Torrance, CA 90501

Hon. Shawn Nelson
333 West Santa Ana Blvd., Fifth Floor
Santa Ana, CA 92701

Hon. Greg Pettis
Las Vegas Hotel
3000 Paradise Road
Las Vegas, NV 89109

Hon. Alan Wapner
Caesar's Palace Hotel
3570 S. Las Vegas Blvd.
Las Vegas, NV 89109

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MAY 20, 2014

The Legislative/Communications & Membership Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as information or action items.

CALL TO ORDER & ROLL CALL

(Hon. Pam O'Connor, Chair)

PUBLIC COMMENT PERIOD

Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a Public Comment Card to the Assistant prior to speaking. Comments will be limited to three (3) minutes per speaker provided that the Chair has the discretion to reduce this time limit based upon the number of speakers. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

CONSENT CALENDAR

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| 1. Minutes of March 18, 2014 Meeting | Attachment | 1 |
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ACTION ITEMS

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| 2. SCAG Sponsorship <ul style="list-style-type: none">Los Angeles County Economic Development Corporation – 9th Annual International Trade Outlook (\$5,000) <i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 6 |
| 2. SB 1418 (DeSaulnier) – Vehicle weight fees: transportation bond debt service –
SUPPORT If Amended
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 8 |
| 4. AB 2707 (Chau) – Triple Bike Racks – SUPPORT
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 22 |
| 5. SB 1228 (Hueso) – Trade Corridors Improvement Fund – SUPPORT In Concept
With Requested Amendments
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 32 |

INFORMATION/DISCUSSION ITEMS

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| 6. General Assembly Update
<i>(Angela Rushen, Manager of Media & Public Affairs)</i> | Oral Update | |
| 7. 2014 California Budget May Revision Summary
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 42 |

LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE AGENDA MAY 20, 2014

INFORMATION/DISCUSSION ITEMS CONT.

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| 8. Summary of Surface Transportation Reauthorization Bills
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 46 |
| 9. Federal & State Legislative Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Oral Update | |
| 10. Strategy, Policy & Public Affairs Update
<i>(Darin Chidsey, Director of SP&PA)</i> | Oral Update | |
| 11. California Legislative Matrix
<i>(Darin Chidsey, Director of SP&PA)</i> | Attachment | 53 |

FUTURE AGENDA ITEMS

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ANNOUNCEMENTS

ADJOURNMENT

The next meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 a.m., Tuesday, June 17, 2014 at the SCAG Los Angeles office.

**LEGISLATIVE/COMMUNICATIONS & MEMBERSHIP COMMITTEE
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**March 18, 2014
Minutes**

The Legislative/Communications & Membership Committee held its March 18, 2014 meeting at SCAG's downtown Los Angeles Office.

Members Present

Hon. Bruce Barrows, District 23
 Hon. Margaret Clark, District 32 (**Teleconference**)
 Hon. Gene Daniels, District 24
 Hon. Margaret Finlay, District 35 (**Teleconference**)
 Hon. Michele Martinez, District 16 (**Teleconference**)
 Hon. Kris Murray, District 19 – arrived at 9:07am
 Hon. Shawn Nelson, Orange County (**Teleconference**)
 Hon. Pam O'Connor, District 41- arrived at 9:12am
 Hon. Greg Pettis, District 2
 Hon. Cheryl Viegas-Walker, District 1(**Videoconference**)
 Hon. Alan Wapner, SANBAG (**Teleconference**)

CALL TO ORDER

The meeting was called to order by Councilmember Gene Daniels at 8:35 a.m. There was a quorum.

PUBLIC COMMENT PERIOD

None.

CONSENT CALENDAR

1. Minutes of February 18, 2014 Meeting

A motion was made (Barrows) to approve the Consent Calendar. The motion was SECONDED (O'Connor) and UNANIMOUSLY approved by roll call vote. (10 yes – Barrows, Clark, Daniels, Finlay, Martinez, Murray, Nelson, O'Connor, Viegas-Walker, Wapner).

ACTION ITEMS

2. Public Participation Plan

Angela Rushen Ross, Manager of Media and Public Affairs, reported on the purpose and background of SCAG's Public Participation Plan (PPP). SCAG regularly updates this plan to ensure the agency is providing real opportunities for involvement and is encouraging participation from a broad range of organizations and individuals throughout the region. In accordance with federal regulations and upon approval of the LCMC in January 2014 SCAG released the draft PPP for the 45-day mandatory public review and comment period. The PPP was posted on the SCAG website as well as newspapers in the region, including ethic and non-

Legislative/Communications & Membership Committee Minutes

English publications. Staff made various announcements at meetings throughout the region to ensure people were aware the plan was out for public comment. Mrs. Rushen Ross collected all the data at the end of our comment period, and SCAG received and reviewed multiple comments from many individuals. SCAG staff is seeking the Committee's recommendation of the 2014 proposed final Public Participation Plan for adoption by the Regional Council at its meeting next month.

A motion was made (Barrows) to recommend approval of the final Public Participation Plan to the Regional Council. Motion was SECONDED (O'Connor) and UNANIMOUSLY approved by roll call vote (10 -YES – Barrows, Clark, Daniels, Finlay, Martinez, Murray, Nelson, O'Connor, Viegas-Walker, Wapner)

3. AB 1721 (Linder) – Vehicles: High Occupancy Lanes

Darin Chidsey, Director of Strategy, Policy & Public Affairs, introduced AB 1721 as a bill Riverside County Transportation Commission (RCTC) has proposed. RCTC is working on adding express/high occupancy vehicle toll lanes to Route 15 in Riverside County. Under current law, there is an exemption for zero admission vehicles to travel in these toll lanes without being charged a fee. In Los Angeles County, the Los Angeles County Metropolitan Transportation Authority (Metro) has an exemption to that rule, and under their current pilot project all zero emission vehicles are being tolled. Mr. Chidsey noted that while we look to the future, with the expected market penetration of zero emission vehicles and that they do not pay a fuel excise tax, these vehicles still cause wear-and-tear on these roads and should be paying for its infrastructure enhancements and improvements they are benefiting from.

Several LCMC members had questions concerning AB 1721 and wondered if tolling carpool lanes for zero emission vehicles would deter the public from any initial incentive to purchase those types of vehicles.

A motion was made (O'Connor) to recommend approval of AB 1721 to the Regional Council. Motion was SECONDED (Viegas-Walker) and APROVED by roll call vote (6 – YES – Finlay, Martinez, Murray, O'Connor, Viegas-Walker, Wapner; 4- NO – Barrows, Clark, Daniels, Nelson).

4. AB 1839 (Bocanegra/Gatto) – California Film and Television Job

Darin Chidsey, Director, explained that AB 1839 is an extension and expansion of the California Film and Television Job Retention Promotion Act. The California Film Commission is responsible for administering this program, the purpose of which is to keep film industry jobs in Southern California. For the last decade, the Southern United States has offered very aggressive tax credit programs to lure the motion picture business outside of California. Through the various economic summits SCAG has hosted, one of the most critical discussion points has been devising an economic strategy that will support middle-income jobs that are leaving the region. AB 1839 extends the current program, and is set to expire at the end of 2014. This program was supported by SCAG in its inception several years ago, and is recommended for approval.

Motion was made (Barrows) to recommend approval of AB 1839 (Bocanegra/Gatto) to the Regional Council. Motion was SECONDED (Finlay) and APPROVED by roll call vote (9- YES

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– Barrows, Clark, Daniels, Finlay, Martinez, Murray, O’Connor, Viegas-Walker, Wapner; 1 – NO – Nelson).

5. SB 1298 (Hernandez): High-Occupancy Toll Lanes

Darin Chidsey, Director, reported on SB 1298, a bill sponsored by the Los Angeles County Metropolitan Transportation Authority (Metro) over the last several years and has been participating in a federal pilot program focused on congestion pricing on two Los Angeles area freeways – Route 10 and Route 110 in Los Angeles County. Data has shown tremendous benefits for the region; increases in travel times in general purpose and toll lanes, and the program has had success and reinvesting those funds in active transportation and other programs on those corridors to support transportation investments. This bill would allow Metro to extend that program indefinitely to continue assessing tolls on those hot lanes and provide the California Transportation Commission the authority to approve future projects.

A motion was made (Barrows) to recommend approval of SB 1298 (Hernandez) to the Regional Council. Motion was SECONDED (O’Connor) and UNANIMOUSLY approved by roll call vote (9- YES – Barrows, Clark, Daniels, Martinez, Murray, Nelson, O’Connor, Viegas-Walker, Wapner).

6. SB 1122 (Pavley) – Strategic Growth Council Improvements

Darin Chidsey, Director, directly briefed the LCMC on the details of how the Pavley legislation will administer and allocate the cap-and-trade revenues Governor Brown is proposing in the 2014-15 state budget. Currently, the Governor’s Budget states that the money would go to the Strategic Growth Council (SGC), which is responsible for providing financial assistance to develop and implement regional competitive grant programs to support the implementation of sustainable communities strategies (SCS), alternative transportation plans (ATP), or other regional greenhouse gas reduction plans within a developed area. The bill also starts to establish the principle that metropolitan planning organizations, regional transportation agencies, cities, counties, and joint powers authorities should be recipients of those monies. SCAG supports more locally funded programs as has been demonstrated through the County Transportation Commissions. SB 1122 would work with the SGC to distribute those funds at a local level. A hearing is scheduled for April 2, 2014 to the Senate Environmental Quality Committee.

A motion was made (O’Connor) to recommend approval of SB 1122 (Pavley) to the Regional Council. Motion was SECONDED (Murray) and UNANIMOUSLY approved by roll call vote (10 -YES – Barrows, Clark, Daniels, Finlay, Martinez, Murray, Nelson, O’Connor, Viegas-Walker, Wapner).

INFORMATION ITEMS

7. Washington, DC Trip Update

Pam O’Connor, LCMC Chair, reported there was Californian representation at both the National League of Cities and American Public Transportation Association conferences in Washington, DC. Councilmember O’Connor also noted the joint reception held by SCAG, Metropolitan Transportation Commission and other County Transportation Commissions was well attended by

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both Californians throughout the State and congressional staff. The short program was dedicated to recognizing several members of congress from the State of California.

8. SCAG/SCLC Legislative Reception Update

Pam O'Connor, LCMC Chair, also announced the details of the joint SCAG/Southern California Leadership Council Legislative Reception. The reception will be held at the Sheraton Hotel in Sacramento from 5pm-7pm in the third floor foyer. Councilmember O'Connor reiterated her excitement and is looking forward to everyone attending.

9. General Assembly Host Committee Report

Cheryl Viegas-Walker, Chair, reported that the General Host Committee and SCAG staff have been working together increase sponsorship pledges towards the General Assembly (GA). Mr. Chidsey added that the theme for the GA this year is "Partnering for Prosperity: Technology's Impact on Mobility and Opportunity." The theme correlates with the focus of discussions that have taken place at SCAG's December 2013 Economic Recovery and Job Creation Summit looking at workforce issues and the next steps for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS). The program will also consist of four (4) dynamic panels, focusing on transportation and technology issues, new technology emerging in goods movement, sustainability, and poverty and workforce development issues.

10. Federal & State Legislative Update

Sharon Neely, Chief Deputy Executive Director, began discussing federal matters that pertained to a previous report that had been distributed to the Regional Council on President Barack Obama's \$302 billion transportation funding proposal. SCAG staff has been working on increasing awareness of this proposal through several media outlets on the impacts on Southern California.

Ms. Neely also reported on State-related topics, specifically the Governor's proposal for the use of cap-and-trade revenue to fund sustainability programs statewide. While the Governor's recommendation is \$100 million, SCAG is proposing that that amount be increased to \$500 million. Ms. Neely also noted that LCMC Chairwoman Pam O'Connor, Director Darin Chidsey, and herself had a meeting with Richard Bloom, Chair of the Assembly Budget Committee #3 to discuss the governor's proposal and prepare for a hearing that Councilmember O'Connor will be speaking, on behalf of SCAG, to support increasing the amount of funding.

11. Strategy, Policy & Public Affairs Update

Darin Chidsey, Director, updated the LCMC on the Sacramento Legislative reception, 5pm-7pm at the Sheraton Hotel in Sacramento. Mr. Chidsey is expecting twenty (20) business leaders and elected officials to meet with legislative and administration staff at the reception. The message points at the meeting are focused on the career pathways trust program, cap and trade revenue, and sustainability programs.

12. California Legislative Matrix

The Matrix has been updated for the Committee's reference.

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FUTURE AGENDA ITEMS

ANNOUNCEMENTS

None.

ADJOURNMENT

The next regular meeting of the Legislative/Communications & Membership Committee is scheduled for 8:30 am – 10:00 am, Tuesday, April 15, 2014 at the SCAG Los Angeles office.

Reviewed by:



Darin Chidsey
Director, Strategy, Policy & Public Affairs

REPORT

DATE: May 20, 2014

TO: Legislative/Communications & Membership Committee (LCMC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SCAG Sponsorship

RECOMMENDED ACTION:

Approve.

EXECUTIVE SUMMARY:

The Legislative/Communications & Membership Committee (LCMC) is asked to approve up to \$5,000 in sponsorships for 1) Los Angeles County Economic Development Corporation 9th Annual International Trade Outlook.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan: Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 2: Obtain Regional Transportation infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities.

BACKGROUND:

1. Los Angeles County Economic Development Corporation – 9th Annual International Trade Outlook (\$5,000)

The Los Angeles County Economic Development Corporation (LAEDC) will be holding their 9th Annual International Trade Outlook on Thursday, June 5, 2014 at the Westin Long Beach Hotel in Long Beach, CA from 7:00 AM – 10:15 AM. The International Trade Outlook event is an annual presentation highlighting the trends and statistics affecting the international trade community. Los Angeles County has one of the world's largest and most dynamic economies, thanks in part to its strong economic ties with nations from around the globe.

During this event, the LAEDC Kyser Center for Economic Research will present its annual International Trade Outlook report highlighting the trade activity for the Southern California 5-county region. Specifically, the event will cover:

- Trade Outlook
 - Trade to Accelerate Over Next Two Years
 - Will You Need More Logistics Capacity?
- Panama Canal Implications
 - How Will the Canal Widening Impact L.A. Trade?
- China Report

REPORT

- Less Scrap More Goods and Services – Capitalize on the Transformation of Exports to China
- Is Increased Chinese Tourism Creating Business and Export Opportunities
- China Rising to Top 3 for Los Angeles Tourism, Exports, and Direct Investment?

Staff is recommending a Premier sponsorship in the amount of \$5,000, which will include the following benefits:

- “Premier” Sponsor recognition with logo;
- Recognition as “Premier” Sponsor on digital event signage;
- Sponsor-provided marketing piece distributed to all attendees on flash drive;
- Sponsor signage prominently displayed at front of ballroom/stage;
- Twenty (20) seats (10 seats per table);
- Reserved seating in front row tables;
- Prominent verbal recognition at the event;
- Logo recognition in the International Trade Outlook Report given to each attendee (200-250 people) and posted online;
- Recognition in media advertisements leading up to the event;
- Recognition in select LAEDC communications such as e-newsletters, email blasts leading up to the event, event website (with link to company website), and social media sites; and
- Exhibit table display (6 foot table).

FISCAL IMPACT:

Up to \$5,000 (these funds are included in the approved FY2013/2014 budget).

ATTACHMENTS:


None.

Reviewed by:



Director, Strategy, Policy & Public Affairs

Reviewed by:



Chief Financial Officer

REPORT

DATE: May 20, 2014

TO: Legislative/Communications & Membership Committee

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: SB 1418 (DeSaulnier) – Vehicle weight fees: transportation bond debt service – SUPPORT If Amended

RECOMMENDATION:

Support If Amended

EXECUTIVE SUMMARY:

SB 1418, an urgency measure, would repeal statutory provisions that transfer vehicle weight fees from the State Highway Account to the Transportation Debt Service Fund, which is used to reimburse the General Fund for payment of debt service on transportation-related general obligation bonds. As such, the weight fees would be directed to the State Highway Account for specified transportation purposes rather than offsetting General Fund debt service expenditures.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

As part of the 2010-11 budget, the Legislature in order to address the prevailing fiscal shortfall enacted the original gas tax swap which eliminated the sales tax on gasoline and replaced it with an increase in excise taxes on gasoline. Although the mechanism was revenue neutral, a portion of "swapped" gas tax revenues was redirected to pay transportation-related general obligation debt service, and resulted in a reduction of revenues deposited into the State Highway Account. Subsequently, Proposition 22 was passed by the voters in 2010, a part of which prohibited excise tax revenues from being used to pay debt service on general obligation bonds. As a result, a reconstituted gas tax swap was enacted as part of the 2011-12 budget, AB 105, Chapter 6, Statutes of 2011, directing vehicle weight fee revenues to the Transportation Debt Service Fund which is used to reimburse the General Fund for payment of transportation-related general obligation debt.

Subsequently enacted law, SB 85, Chapter 35, Statutes of 2013, *authorizes* the issuance of "designated bonds" which are general obligation bond secured by vehicle weight fees transferred to the Transportation Debt Service Fund. If SB 1418 revenues in this Fund are insufficient to meet the debt service requirements, the General Fund would make up the shortfall. To date, *the authority to issue designated bonds has not been exercised.*

SB 1418 would do the following:

- Delete provisions that direct vehicle weight fees to the Transportation Debt Service Fund to pay for transportation-related general obligation bond debt.

- Require that those revenues to instead be redirected as follows:
 - 56% to the State Highway Account (SHA) for eligible transportation-related expenditures (appx. \$560M annually), of which a minimum of 21.43% (\$120M annually) must be used to fund projects in the State Highway Operation and Protection Program (SHOPP) (NOTE: the bill does not require a minimum percentage of SHA funding to the STIP, only to SHOPP);
 - 44% (appx. \$440M annually) to local streets and road purposes (Highway Users Tax Account).

The bill seeks to restore funding for highways and local streets and roads as existed prior to the 2010-11 gas tax swap, but it directs that of the 56% of funds to the State Highway Account, a minimum of 21.43% of funds go to the SHOPP which is equivalent to 12% of the total funds. However, there is no corresponding minimum requirement of funds that are required to go to the STIP, thus it is theoretically possible that all of the 56% going to the SHA could be directed into SHOPP, a state administered program with no sub-allocation of funds by formula locally. Staff recommends amendment to the bill that would clarify that from the 56% of weight fee monies to the SHA that a minimum portion go to STIP to recognize not only the need for additional funding guaranteed funding for highway maintenance and preservation, but also the need for funding for additional multi-modal to allow for improved mobility.

Additionally, the bill would delete provisions that authorize the issuance of “designated bonds” secured by vehicle weight fees, and specifies that the bill is an urgency measure (2/3’s vote threshold to pass, taking effect immediately upon passage and signature by Governor), and that certain provisions would take effect on July 1, 2014 – the first day of California FY 2014-15 - should it be enacted on or before that date.

By the end of the 2013-14 fiscal year, approximately \$3.9 billion in weight fees will have been transferred for transportation-related debt service and General Fund relief. An additional \$957.5 million is projected to be transferred in 2014-15. This bill would prevent that (2014-15) transfer and result in a corresponding increase in General Fund expenditures. Senate Appropriations Committee staff notes that the mechanism for transferring weight fees enacted by AB 105 has resulted in an accumulation of “prepaid” weight fees (amounts not needed for immediate debt service payments) of approximately \$1.3 billion. This bill would not affect those prepayments, which could be used for General Fund debt service relief until they are exhausted (projected to be exhausted by 2017-18). This bill applies to future transfers from FY 2014-15 forward and directs funds back to highway and local streets and roads purposes. SCAG program staff has reviewed the proposal and staff recommends that the LCMC recommend a support position to the Regional Council.

SB 1418 is sponsored by Transportation California and is supported by the Automobile Club of Southern California, California Alliance for Jobs, League of California Cities, Northern California Carpenters Regional Council, Southern California Contractors Association, United Contractors, and Vulcan Materials Company. There is no on-record opposition. The bill passed Senate Transportation and Housing Committee (11-0) on April 30, 2014, and is referred to the Senate Appropriations Committee and, currently, is placed on the Appropriations suspense file, likely for consideration in

REPORT

conjunction with the overall budget negotiations between the executive and legislative branches. Staff recommends support.

ATTACHMENT:

SB 1418

AMENDED IN SENATE MAY 1, 2014

AMENDED IN SENATE MARCH 27, 2014

SENATE BILL

No. 1418

Introduced by Senator DeSaulnier

February 21, 2014

An act to amend Sections 16773 and 16965 of the Government Code, to amend Section 2103 of the Streets and Highways Code, and to amend Sections 9400.1 and 42205 of, and to repeal Section 9400.4 of, the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 1418, as amended, DeSaulnier. Vehicle weight fees: transportation bond debt service.

(1) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee ~~revenue~~ *revenues* to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill would repeal these provisions, thereby retaining the weight fee revenues in the State Highway Account. The bill would make other conforming changes in that regard.

(2) Existing law provides for the deposit of fuel excise tax revenues imposed by the state on fuels used in motor vehicles upon public streets and highways in the Highway Users Tax Account, and appropriates those revenues to various purposes. Existing law, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, requires an allocation of revenues to reimburse the State Highway Account for the amount of weight fee revenues that the State Highway Account is not receiving due to use of weight fee revenues to pay debt service on transportation general obligation bonds and to make certain loans to the General Fund, with the remaining amount of this portion of revenues allocated 44% to the State Transportation Improvement Program, 12% to the State Highway ~~Operations~~ *Operation* and Protection Program, and 44% to city and county streets and roads.

This bill, with respect to the portion of these revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, would instead require 56% of the revenues to be deposited by the Controller in the State Highway Account and 44% to be allocated by the Controller to city and county streets and roads. This bill would require a minimum of 21.453% of the revenues deposited in the State Highway Account under these provisions to be allocated to the State Highway Operation and Protection Program. The bill would thereby make an appropriation.

(3) This bill would declare that it is to take effect immediately as an urgency statute, with certain provisions to become operative on July 1, 2014.

Vote: $\frac{2}{3}$. Appropriation: yes. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 16773 of the Government Code is
2 amended to read:
3 16773. (a) Whenever any payment of principal of any bonds
4 shall become due, either upon the maturity of any of the bonds or
5 upon the redemption thereof prior to maturity, and whenever any
6 interest on any of the bonds shall fall due, warrants shall be drawn

1 against the appropriation made by the bond act from the General
2 Fund by the Controller in favor of the Treasurer, or state fiscal
3 agents, or other duly authorized agents, pursuant to claims filed
4 with the Controller by the Treasurer, in the amounts so falling due.

5 (b) For any payments of debt service, as defined in subdivision
6 (c) of Section 998.404 of the Military and Veterans Code, with
7 respect to any bonds issued pursuant to a veterans' farm and home
8 purchase bond act adopted pursuant to Chapter 6 (commencing
9 with Section 980) of Division 4 of the Military and Veterans Code,
10 the Controller shall first draw warrants against the appropriation
11 from the Veterans' Bonds Payment Fund in Section 988.6 of the
12 Military and Veterans Code, and, to the extent moneys in that fund
13 are insufficient to pay the amount of debt service then due, shall
14 draw warrants against the appropriation made by the bond act from
15 the General Fund for payment of any remaining amount then due.

16 SEC. 2. Section 16965 of the Government Code is amended
17 to read:

18 16965. (a) The Transportation Debt Service Fund is hereby
19 created in the State Treasury. Moneys in the fund shall, among
20 other things, as provided in this section, be dedicated to

21 payment of debt service on bonds, or to redeem or retire bonds,
22 pursuant to Section 16774, maturing in a subsequent fiscal year,
23 including bonds issued pursuant to the Clean Air and
24 Transportation Improvement Act of 1990 (Part 11.5 (commencing
25 with Section 99600) of Division 10 of the Public Utilities Code),
26 the Passenger Rail and Clean Air Bond Act of 1990 (Chapter 17
27 (commencing with Section 2701) of Division 3 of the Streets and
28 Highways Code), the Seismic Retrofit Bond Act of 1996 (Chapter
29 12.48 (commencing with Section 8879) of Division 1 of Title 2),
30 the Highway Safety, Traffic Reduction, Air Quality, and Port
31 Security Bond Act of 2006 (Chapter 12.49 (commencing with
32 Section 8879.20) of Division 1 of Title 2), and the Safe, Reliable
33 High-Speed Passenger Train Bond Act for the 21st Century
34 (Chapter 20 (commencing with Section 2704) of Division 3 of the
35 Streets and Highways Code). If the moneys in the fund are
36 insufficient to pay the balance of the debt consistent with existing
37 obligations, the General Fund will be used to pay the balance of
38 any debt service.

39 (b) From the moneys transferred to the fund pursuant to Section
40 9400.4 of the Vehicle Code prior to July 1, 2014,

1 or on an ongoing basis pursuant to Section 16965.1 or 63048.67,
2 the Controller shall transfer as an expenditure reduction to the
3 General Fund any amount necessary to offset the cost of current
4 year debt service payments made from the General Fund with
5 respect to any bonds issued pursuant to Proposition 192 (1996)
6 and three-quarters of the amount of current year debt service
7 payments made from the General Fund with respect to any bonds
8 issued pursuant to Proposition 1B (2006). In the alternative, these
9 funds may also be used to redeem or retire the applicable bonds,
10 pursuant to Section 16774, maturing in a subsequent fiscal year
11 as directed by the Director of Finance.

12 (c) From moneys transferred to the fund pursuant to Section
13 183.1 of the Streets and Highways Code, the Controller shall
14 transfer as an expenditure reduction to the General Fund any
15 amount necessary to offset the cost of current year debt service
16 payments made from the General Fund with respect to any bonds
17 issued pursuant to Proposition 116 (1990). In the alternative, these
18 funds may also be used to redeem or retire the applicable bonds,
19 pursuant to Section 16774, maturing in a subsequent fiscal year
20 as directed by the Director of Finance.

21 (d) From moneys transferred to the fund pursuant to paragraph
22 (2) or (3) of subdivision (c) of Section 9400.4 of the Vehicle Code
23 prior to July 1, 2014, or on an ongoing basis pursuant to Section
24 16965.1 or 63048.67, the Controller shall transfer as an expenditure
25 reduction to the General Fund any amount necessary to offset the
26 eligible cost of current year debt service payments made from the
27 General Fund with respect to any bonds issued pursuant to
28 Proposition 108 (1990) and Proposition 1A (2008), and one-quarter
29 of the amount of current year debt service payments made from
30 the General Fund with respect to any bonds issued pursuant to
31 Proposition 1B (2006). The Department of Finance shall notify
32 the Controller by July 30 of every year of the percentage of debt
33 service that is expected to be paid in that fiscal year with respect
34 to bond-funded projects that qualify as eligible guideway projects
35 consistent with the requirements applicable to the expenditure of
36 revenues under Article XIX of the California Constitution, and the
37 Controller shall make payments only for those eligible projects.
38 In the alternative, these funds may also be used to redeem or retire
39 the applicable bonds, pursuant to Section 16774, maturing in a
40 subsequent fiscal year as directed by the Director of Finance.

1 (e) On or before the second business day following the date on
2 which transfers are made to the Transportation Debt Service Fund,
3 the Controller shall transfer the funds designated for reimbursement
4 of bond debt service in that month from the fund to the General
5 Fund pursuant to this section.

6 SEC. 3. Section 2103 of the Streets and Highways Code is
7 amended to read:

8 2103. (a) Notwithstanding Section 13340 of the Government
9 Code, of the net revenues deposited to the credit of the Highway
10 Users Tax Account in the Transportation Tax Fund that are derived
11 from the increases in the rates of taxes that are imposed pursuant
12 to subdivision (b) of Section 7360 and Section 7361.1 of the
13 Revenue and Taxation Code, all of the following shall occur on a
14 monthly basis:

15 (1) Fifty-six percent shall be transferred by the Controller to
16 the State Highway Account to fund projects that are consistent
17 with Section 4 2 of Article XIX of the California Constitution,
18 with a minimum of 21.43 percent of the revenues transferred under
19 this paragraph to be used to fund projects in the State Highway
20 Operation and Protection Program.

21 (2) Forty-four percent shall be apportioned by the Controller
22 for local street and road purposes as follows:

23 (A) Fifty percent shall be apportioned by the Controller to cities,
24 including a city and county, in the proportion that the total
25 population of the city bears to the total population of all the cities
26 in the state.

27 (B) Fifty percent shall be apportioned by the Controller to
28 counties, including a city and county, in accordance with the
29 following formulas:

30 (i) Seventy-five percent shall be apportioned among the counties
31 in the proportion that the number of fee-paid and exempt vehicles
32 that are registered in the county bear to the number of fee-paid and
33 exempt vehicles registered in the state.

34 (ii) Twenty-five percent shall be apportioned among the counties
35 in the proportion that the number of miles of maintained county
36 roads in each county bear to the total number of miles of
37 maintained county roads in the state. For the purposes of
38 apportioning funds under this subparagraph, any roads within the
39 boundaries of a city and county that are not state highways shall
40 be deemed to be county roads.

(b) After the transfers or other actions pursuant to subdivision (a), at least 90 percent of the balance deposited to the credit of the Highway Users Tax Account in the Transportation Tax Fund by the 28th day of each month shall be apportioned or transferred, as applicable, by the Controller by the second working day thereafter, except for June, in which case the apportionment or transfer shall be made the same day. These apportionments or transfers shall be made as provided for in Sections 2104 to 2122, inclusive. If information is not available to make the apportionment or transfer as required, the apportionment or transfer shall be made on the basis of the information of the previous month. Amounts not apportioned or transferred shall be included in the apportionment or transfer of the subsequent month.

(c) Notwithstanding any other law, the funds apportioned by the Controller to cities and counties pursuant to paragraph (2) of subdivision (a) are not subject to Section 7104 or 7104.2 of the Revenue and Taxation Code. These funds may be expended for any street and road purpose consistent with the requirements of this chapter.

SEC. 4. Section 9400.1 of the Vehicle Code is amended to read:

9400.1. (a) (1) In addition to any other required fee, there shall be paid the fees set forth in this section for the registration of commercial motor vehicles operated either singly or in combination with a declared gross vehicle weight of 10,001 pounds or more. Pickup truck and electric vehicle weight fees are not calculated under this section.

(2) The weight of a vehicle issued an identification plate pursuant to an application under Section 5014, and the weight of an implement of husbandry as defined in Section 36000, shall not be considered when calculating, pursuant to this section, the declared gross vehicle weight of a towing commercial motor vehicle that is owned and operated exclusively by a farmer or an employee of a farmer in the conduct of agricultural operations.

(3) Tow trucks that are utilized to render assistance to the motoring public or to tow or carry impounded vehicles shall pay fees in accordance with this section, except that the fee calculation shall be based only on the gross vehicle weight rating of the towing or carrying vehicle. Upon each initial or transfer application for registration of a tow truck described in this paragraph, the

1 registered owner or lessee or that owner's or lessee's designee,
 2 shall certify to the department the gross vehicle weight rating of
 3 the tow truck:

Gross Vehicle Weight Range	Fee
10,001–15,000	\$ 257
15,001–20,000	353
20,001–26,000	435
26,001–30,000	552
30,001–35,000	648
35,001–40,000	761
40,001–45,000	837
45,001–50,000	948
50,001–54,999	1,039
55,000–60,000	1,173
60,001–65,000	1,282
65,001–70,000	1,398
70,001–75,000	1,650
75,001–80,000	1,700

(b) The fees specified in subdivision (a) apply to both of the following:

(1) An initial or original registration occurring on or after December 31, 2001, to December 30, 2003, inclusive, of a commercial motor vehicle operated either singly or in combination with a declared gross vehicle weight of 10,001 pounds or more.

(2) The renewal of registration of a commercial motor vehicle operated either singly or in combination, with a declared gross vehicle weight of 10,001 pounds or more for which registration expires on or after December 31, 2001, to December 30, 2003, inclusive.

(c) (1) For both an initial or original registration occurring on or after December 31, 2003, of a commercial motor vehicle operated either singly or in combination with a declared gross vehicle weight of 10,001 pounds or more, and the renewal of registration of a commercial motor vehicle operated either singly or in combination, with a declared gross vehicle weight of 10,001 pounds or more for which registration expires on or after December 31, 2003, there shall be paid fees as follows:

	Gross Vehicle Weight Range	Weight Code	Fee
1			
2	10,001–15,000	A	\$ 332
3	15,001–20,000	B	447
4	20,001–26,000	C	546
5	26,001–30,000	D	586
6	30,001–35,000	E	801
7	35,001–40,000	F	937
8	40,001–45,000	G	1,028
9	45,001–50,000	H	1,161
10	50,001–54,999	I	1,270
11	55,000–60,000	J	1,431
12	60,001–65,000	K	1,562
13	65,001–70,000	L	1,701
14	70,001–75,000	M	2,004
15	75,001–80,000	N	2,064

16

17 (2) For the purpose of obtaining “revenue neutrality” as
 18 described in Sections 1 and 59 of Senate Bill 2084 of the
 19 1999–2000 Regular Session (Chapter 861 of the Statutes of 2000),
 20 the Director of Finance shall review the final 2003–04 Statement
 21 of Transactions of the State Highway Account. If that review
 22 indicates that the actual truck weight fee revenues deposited in the
 23 State Highway Account do not total at least seven hundred
 24 eighty-nine million dollars (\$789,000,000), the Director of Finance
 25 shall instruct the department to adjust the schedule set forth in
 26 paragraph (1), but not to exceed the following fee amounts:

27

	Gross Vehicle Weight Range	Weight Code	Fee
28			
29	10,001–15,000	A	\$ 354
30	15,001–20,000	B	482
31	20,001–26,000	C	591
32	26,001–30,000	D	746
33	30,001–35,000	E	874
34	35,001–40,000	F	1,024
35	40,001–45,000	G	1,125
36	45,001–50,000	H	1,272
37	50,001–54,999	I	1,393
38	55,000–60,000	J	1,571
39	60,001–65,000	K	1,716
40	65,001–70,000	L	1,870

1	70,001–75,000	M	2,204
2	75,001–80,000	N	2,271

3

4 (d) (1) In addition to the fees set forth in subdivision (a), a
5 Cargo Theft Interdiction Program fee of three dollars (\$3) shall
6 be paid at the time of initial or original registration or renewal of
7 registration of each motor vehicle subject to weight fees under this
8 section.

9 (2) This subdivision does not apply to vehicles used or
10 maintained for the transportation of persons for hire, compensation
11 or profit, and tow trucks.

12 (3) For vehicles registered under Article 4 (commencing with
13 Section 8050) of Chapter 4, the fee imposed under this subdivision
14 shall be apportioned as required for registration fees under that
15 article.

16 (4) Funds collected pursuant to the Cargo Theft Interdiction
17 Program shall not be proportionately reduced for each month and
18 shall be transferred to the Motor Carriers Safety Improvement
19 Fund.

20 (e) Notwithstanding Section 42270 or any other provision of
21 law, of the moneys collected by the department under this section,
22 one hundred twenty-two dollars (\$122) for each initial, original,
23 and renewal registration shall be reported monthly to the Controller,
24 and at the same time, deposited in the State Treasury to the credit
25 of the Motor Vehicle Account in the State Transportation Fund.
26 All other moneys collected by the department under this section
27 shall be deposited to the credit of the State Highway Account in
28 the State Transportation Fund. One hundred twenty-two dollars
29 (\$122) of the fee imposed under this section shall not be
30 proportionately reduced for each month. For vehicles registered
31 under Article 4 (commencing with Section 8050) of Chapter 4,
32 the fee shall be apportioned as required for registration under that
33 article.

34 (f) (1) The department, in consultation with the Department of
35 the California Highway Patrol, shall design and make available a
36 set of distinctive weight decals that reflect the declared gross
37 combined weight or gross operating weight reported to the
38 department at the time of initial registration, registration renewal,
39 or when a weight change is reported to the department pursuant
40 to Section 9406.1. A new decal shall be issued on each renewal

1 or when the weight is changed pursuant to Section 9406.1. The
2 decal for a tow truck that is subject to this section shall reflect the
3 gross vehicle weight rating or weight code.

4 (2) The department may charge a fee, not to exceed ten dollars
5 (\$10), for the department's actual cost of producing and issuing
6 each set of decals issued under paragraph (1).

7 (3) The weight decal shall be in sharp contrast to the background
8 and shall be of a size, shape, and color that is readily legible during
9 daylight hours from a distance of 50 feet.

10 (4) Each vehicle subject to this section shall display the weight
11 decal on both the right and left sides of the vehicle.

12 (5) A person may not display upon a vehicle a decal issued
13 pursuant to this subdivision that does not reflect the declared weight
14 reported to the department.

15 (6) Notwithstanding subdivision (e) or any other provision of
16 law, the moneys collected by the department under this subdivision
17 shall be deposited in the State Treasury to the credit of the Motor
18 Vehicle Account in the State Transportation Fund.

19 (7) This subdivision shall apply to vehicles subject to this section
20 at the time of an initial registration, registration renewal, or reported
21 weight change that occurs on or after July 1, 2004.

22 (8) The following shall apply to vehicles registered under the
23 permanent fleet registration program pursuant to Article 9.5
24 (commencing with Section 5301) of Chapter 1:

25 (A) The department, in consultation with the Department of the
26 California Highway Patrol, shall distinguish the weight decals
27 issued to permanent fleet registration vehicles from those issued
28 to other vehicles.

29 (B) The department shall issue the distinguishable weight decals
30 only to the following:

31 (i) A permanent fleet registration vehicle that is registered with
32 the department on January 1, 2005.

33 (ii) On and after January 1, 2005, a vehicle for which the
34 department has an application for initial registration as a permanent
35 fleet registration vehicle.

36 (iii) On and after January 1, 2005, a permanent fleet registration
37 vehicle that has a weight change pursuant to Section 9406.1.

38 (C) The weight decal issued under this paragraph shall comply
39 with the applicable provisions of paragraphs (1) to (6), inclusive.

40 SEC. 5. Section 9400.4 of the Vehicle Code is repealed.

1 SEC. 6. Section 42205 of the Vehicle Code is amended to read:
2 42205. (a) Notwithstanding Chapter 3 (commencing with
3 Section 42270), the department shall file, at least monthly with
4 the Controller, a report of money received by the department
5 pursuant to Section 9400 for the previous month and shall, at the
6 same time, remit all money so reported to the Treasurer. On order
7 of the Controller, the Treasurer shall deposit all money so remitted
8 into the State Highway Account in the State Transportation Fund.

9 (b) The Legislature shall appropriate from the State Highway
10 Account in the State Transportation Fund to the department and
11 the Franchise Tax Board amounts equal to the costs incurred by
12 each in performing their duties pursuant to Article 3 (commencing
13 with Section 9400) of Chapter 6 of Division 3. The applicable
14 amounts shall be determined so that the appropriate costs for
15 registration and weight fee collection activities are appropriated
16 between the recipients of revenues in proportion to the revenues
17 that would have been received individually by those recipients if
18 the total fee imposed under the Vehicle License Fee Law (Part 5
19 (commencing with Section 10701) of Division 2 of the Revenue
20 and Taxation Code) was 2 percent of the market value of a vehicle.
21 The remainder of the funds collected under Section 9400 and
22 deposited in the account may be appropriated to the Department
23 of Transportation, the Department of the California Highway
24 Patrol, and the Department of Motor Vehicles for the purposes
25 authorized under Section 3 of Article XIX of the California
26 Constitution.

27 SEC. 7. Sections 1 to 6, inclusive, of this act shall become
28 operative on July 1, 2014.

29 SEC. 8. This act is an urgency statute necessary for the
30 immediate preservation of the public peace, health, or safety within
31 the meaning of Article IV of the Constitution and shall go into
32 immediate effect. The facts constituting the necessity are:

33 In order to make vehicle weight fees available for critically
34 needed transportation improvements as quickly as possible, it is
35 necessary that this act take effect immediately.

REPORT

DATE: May 20, 2014

TO: Legislative/Communications & Membership Committee

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: AB 2707 (Chau) – Triple Bike Racks – SUPPORT

RECOMMENDATION:

Support

EXECUTIVE SUMMARY:

AB 2707 as introduced would have authorized the Los Angeles County Metropolitan Transportation Authority (LA Metro) to install triple bike racks on their 40 foot buses without being in violation of state vehicle length limit laws. As amended on April 21, 2014, the bill would make its provisions statewide rather than specific only to LA Metro. The bill is sponsored by LA Metro. This bill is supportive of SCAG policy efforts to encourage active transportation throughout the region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

Existing law limits the length of a bus to 45 feet, but authorizes a public agency to operate a larger bus if the excess length is caused by a folding device attached to the front of the bus that is designed exclusively for transporting bicycles.

Existing law also imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Among these exemptions are for buses or trollies operated by a public agency that are used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles. Those devices must not materially affect efficiency or visibility of vehicle safety equipment, and must not extend more than 36 inches from the front of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is being transported on the device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. The total length of the bus, including the folding device or load, cannot exceed 48.5 feet.

Transit riders are increasingly using bicycles to access transit and the use of a rack which can accommodate three bicycles is necessary to accommodate that growth, especially in high density population areas such as Los Angeles with many bicyclists. However, racks that can hold three bicycles generally measure 40 inches when fully deployed, exceeding the 36 inch limit established in law.

REPORT

In recent years the legislature has authorized Alameda-Contra Costa Transit District (2009), Gold Coast Transit (2012), and Sacramento Regional Transit District (2013) to equip their buses with triple bike racks without being in violation of vehicle length limits. Additionally, SCAG sought to sponsor a bill in 2012 pursuant to Board direction to accomplish this same objective but could not secure an author in the 2nd year of the legislative session.

As introduced the bill would have allowed LA Metro to install a folding device attached to the front of a bus designed for transporting bicycles and meeting the following conditions: 1) The device does not extend over 40 inches from the bus when fully deployed; 2) the device, including all bicycles transported thereon, does not materially affect efficiency or visibility of vehicle safety equipment; and 3) The handlebars of a bicycle on the device do not extend more than 46 inches from the front of the bus. As amended, the bill would make these provisions applicable statewide. The Administration and Assembly Transportation Committee prefer to make the bill's provisions applicable statewide rather than to continue doing this in a patchwork approach as in past years where one individual agency wanting this authority would be allowed to extend the length.

The bill's sponsor, LA Metro, notes that ridership on LA Metro buses increased from 360 million to 363 million trips between 2012 and 2013. According to Metro transit riders increasingly use bicycles to access transit and the use of a bike rack that can accommodate three bicycles is necessary to accommodate that growth. On-record opposition is registered by the United Transportation Union which represents municipal bus drivers, which asserts that extending the current 36 inch limitation for a front-mounted bike rack would jeopardize public safety and decrease traffic safety.

Staff recommends support of AB 2707, consistent with prior SCAG legislative efforts and in support of its 2012-35 RTP/SCS supporting expanded active transportation throughout the region. The bill passed the Assembly floor 74-0 on May 1, 2014. The bill currently resides in Senate Rules Committee awaiting Committee assignment.

ATTACHMENT:
AB 2707

AMENDED IN ASSEMBLY APRIL 21, 2014

AMENDED IN ASSEMBLY APRIL 3, 2014

AMENDED IN ASSEMBLY MARCH 11, 2014

CALIFORNIA LEGISLATURE—2013–14 REGULAR SESSION

ASSEMBLY BILL

No. 2707

Introduced by Assembly Member Chau

February 21, 2014

An act to ~~add Section 35400.81 to~~ amend Section 35400 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 2707, as amended, Chau. Vehicles: length limitations: buses: bicycle transportation devices.

Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus.

This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.

~~Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle.~~

~~This bill would authorize the Los Angeles County Metropolitan Transportation Authority to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles as long as those devices meet certain requirements, including, but not limited to, extending not more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported extend not more than 46 inches from the front of the bus.~~

~~This bill would make legislative findings and declarations as to the necessity of a special statute for the Los Angeles County Metropolitan Transportation Authority.~~

~~Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.~~

The people of the State of California do enact as follows:

- 1 *SECTION 1. Section 35400 of the Vehicle Code is amended to*
- 2 *read:*
- 3 35400. (a) A vehicle may not exceed a length of 40 feet.
- 4 (b) This section does not apply to any of the following:
- 5 (1) A vehicle used in a combination of vehicles when the excess
- 6 length is caused by auxiliary parts, equipment, or machinery not
- 7 used as space to carry any part of the load, except that the
- 8 combination of vehicles shall not exceed the length provided for
- 9 combination vehicles.

1 (2) A vehicle, when the excess length is caused by any parts
2 necessary to comply with the fender and mudguard regulations of
3 this code.

4 (3) (A) An articulated bus or articulated trolley coach that does
5 not exceed a length of 60 feet.

6 (B) An articulated bus or articulated trolley coach described in
7 subparagraph (A) may be equipped with a folding device attached
8 to the front of the bus or trolley if the device is designed and used
9 exclusively for transporting bicycles. The device, including any
10 bicycles transported thereon, shall be mounted in a manner that
11 does not materially affect efficiency or visibility of vehicle safety
12 equipment, and shall not extend more than 36 inches from the front
13 body of the bus or trolley coach when fully deployed. The
14 handlebars of a bicycle that is transported on a device described
15 in this subparagraph shall not extend more than 42 inches from
16 the front of the bus.

17 (4) A semitrailer while being towed by a motortruck or truck
18 tractor, if the distance from the kingpin to the rearmost axle of the
19 semitrailer does not exceed 40 feet for semitrailers having two or
20 more axles, or 38 feet for semitrailers having one axle if the
21 semitrailer does not, exclusive of attachments, extend forward of
22 the rear of the cab of the motortruck or truck tractor.

23 (5) A bus or house car when the excess length is caused by the
24 projection of a front safety bumper or a rear safety bumper, or
25 both. The safety bumper shall not cause the length of the vehicle
26 to exceed the maximum legal limit by more than one foot in the
27 front and one foot in the rear. For the purposes of this chapter,
28 "safety bumper" means any device that is fitted on an existing
29 bumper or which replaces the bumper and is constructed, treated,
30 or manufactured to absorb energy upon impact.

31 (6) A schoolbus, when the excess length is caused by the
32 projection of a crossing control arm. For the purposes of this
33 chapter, "crossing control arm" means an extendable and retractable
34 device fitted to the front of a schoolbus that is designed to impede
35 movement of pupils exiting the schoolbus directly in front of the
36 schoolbus so that pupils are visible to the driver while they are
37 moving in front of the schoolbus. An operator of a schoolbus shall
38 not extend a crossing control arm while the schoolbus is in motion.
39 Except when activated, a crossing control arm shall not cause the
40 maximum length of the schoolbus to be extended by more than 10

1 inches, inclusive of any front safety bumper. Use of a crossing
2 control arm by the operator of a schoolbus does not, in and of
3 itself, fulfill his or her responsibility to ensure the safety of students
4 crossing a highway or private road pursuant to Section 22112.

5 (7) A bus, when the excess length is caused by a device, located
6 in front of the front axle, for lifting wheelchairs into the bus. That
7 device shall not cause the length of the bus to be extended by more
8 than 18 inches, inclusive of any front safety bumper.

9 (8) A bus, when the excess length is caused by a device attached
10 to the rear of the bus designed and used exclusively for the
11 transporting of bicycles. This device may be up to 10 feet in length,
12 if the device, along with any other device permitted pursuant to
13 this section, does not cause the total length of the bus, including
14 any device or load, to exceed 50 feet.

15 (9) A bus operated by a public agency or a passenger stage
16 corporation, as defined in Section 226 of the Public Utilities Code,
17 used in transit system service, other than a schoolbus, when the
18 excess length is caused by a folding device attached to the front
19 of the bus which is designed and used exclusively for transporting
20 bicycles. The device, including any bicycles transported thereon,
21 shall be mounted in a manner that does not materially affect
22 efficiency or visibility of vehicle safety equipment, and shall not
23 extend more than ~~36~~ 40 inches from the front body of the bus when
24 fully deployed. The handlebars of a bicycle that is transported on
25 a device described in this paragraph shall not extend more than ~~42~~
26 46 inches from the front of the bus. A device described in this
27 paragraph may not be used on a bus that, exclusive of the device,
28 exceeds 40 feet in length or on a bus having a device attached to
29 the rear of the bus pursuant to paragraph (8).

30 (10) (A) A bus of a length of up to 45 feet when operating on
31 those highways specified in subdivision (a) of Section 35401.5.
32 The Department of Transportation or local authorities, with respect
33 to highways under their respective jurisdictions, may not deny
34 reasonable access to a bus of a length of up to 45 feet between the
35 highways specified in subdivision (a) of Section 35401.5 and points
36 of loading and unloading for motor carriers of passengers as
37 required by the federal Intermodal Surface Transportation
38 Efficiency Act of 1991 (~~P.L.~~ *Public Law* 102-240).

39 (B) A bus operated by a public agency and on those highways
40 specified in subparagraph (A) may be equipped with a folding

1 device attached to the front of the bus that is designed and used
2 exclusively for transporting bicycles. The device, including all
3 bicycles transported thereon, may be mounted in a manner that
4 does not materially affect efficiency or visibility of vehicle safety
5 equipment, and may not extend more than 36 inches from the front
6 body of the bus when fully deployed. The handlebars of a bicycle
7 that is transported on a device described in this subparagraph may
8 not extend more than 42 inches from the front of the bus. The total
9 length of the bus, including the folding device or load, may not
10 exceed 48.5 feet. A Route Review Committee, established under
11 this subparagraph, shall review the routes where a public agency
12 proposes to operate a 45-foot bus equipped with a front mounted
13 bicycle rack. The Route Review Committee shall be comprised of
14 one member from the public agency appointed by the general
15 manager of the public agency; one member who is a traffic engineer
16 and is employed and selected by the public agency that has
17 jurisdiction over the largest proportional share of routes among
18 all affected agencies; and one member appointed by the labor
19 organization that is the exclusive representative of the bus drivers
20 of the public agency. If there is no exclusive representative of the
21 bus drivers, a bus driver member shall be chosen by a majority
22 vote of the bus drivers employed by the agency. The members of
23 the Route Review Committee shall be selected not more than 30
24 days after receipt of a public agency proposal to equip a 45-foot
25 bus with a front mounted bicycle rack. The review shall include a
26 field review of the proposed routes. The purpose of the Route
27 Review Committee is to ensure the safe operation of a 45-foot bus
28 that is equipped with a front mounted bicycle rack. The Route
29 Review Committee, by a unanimous vote, shall make a
30 determination of which routes are suitable for the safe operation
31 of a 45-foot bus that is equipped with a front mounted bicycle rack.
32 These determinations shall be consistent with the operating
33 requirements specified in subparagraph (A). It is the intent of the
34 Legislature that the field review required under this subparagraph
35 include consultation with traffic engineers from affected public
36 agencies that have jurisdiction over segments of the route or routes
37 under review, to ensure coordination with all effected state and
38 local public road agencies that may potentially be impacted due
39 to the operation of a 45-foot bus with a front mounted bicycle rack.

1 (11) (A) A house car of a length of up to 45 feet when operating
2 on the National System of Interstate and Defense Highways or
3 when using those portions of federal aid primary system highways
4 that have been qualified by the United States Secretary of
5 Transportation for that use, or when using routes appropriately
6 identified by the Department of Transportation or local authorities,
7 with respect to highways under their respective jurisdictions.

8 (B) A house car described in subparagraph (A) may be operated
9 on a highway that provides reasonable access to facilities for
10 purposes limited to fuel, food, and lodging when that access is
11 consistent with the safe operation of the vehicle and when the
12 facility is within one road mile of identified points of ingress and
13 egress to or from highways specified in subparagraph (A) for use
14 by that vehicle.

15 (C) As used in this paragraph and paragraph (10), "reasonable
16 access" means access substantially similar to that authorized for
17 combinations of vehicles pursuant to subdivision (c) of Section
18 35401.5.

19 (D) Any access route established by a local authority pursuant
20 to subdivision (d) of Section 35401.5 is open for access by a house
21 car of a length of up to 45 feet. In addition, local authorities may
22 establish a process whereby access to services by house cars of a
23 length of up to 45 feet may be applied for upon a route not
24 previously established as an access route. The denial of a request
25 for access to services shall be only on the basis of safety and an
26 engineering analysis of the proposed access route. In lieu of
27 processing an access application, local authorities, with respect to
28 highways under their jurisdiction, may provide signing, mapping,
29 or a listing of highways, as necessary, to indicate the use of these
30 specific routes by a house car of a length of up to 45 feet.

31 (c) The Legislature, by increasing the maximum permissible
32 kingpin to rearmost axle distance to 40 feet effective January 1,
33 1987, as provided in paragraph (4) of subdivision (b), does not
34 intend this action to be considered a precedent for any future
35 increases in truck size and length limitations.

36 (d) Any transit bus equipped with a folding device installed on
37 or after January 1, 1999, that is permitted under subparagraph (B)
38 of paragraph (3) of subdivision (b) or under paragraph (9) of
39 subdivision (b) shall be additionally equipped with any of the
40 following:

(1) An indicator light that is visible to the driver and is activated whenever the folding device is in an extended position.

(2) Any other device or mechanism that provides notice to the driver that the folding device is in an extended position.

(3) A mechanism that causes the folding device to retract automatically from an extended position.

(e) (1) A person may not improperly or unsafely mount a bicycle on a device described in subparagraph (B) of paragraph (3) of subdivision (b), or in paragraph (9) or (10) of subdivision (b).

(2) Notwithstanding subdivision (a) of Section 23114 or subdivision (a) of Section 24002 or any other provision of law, when a bicycle is improperly or unsafely loaded by a passenger onto a transit bus, the passenger, and not the driver, is liable for any violation of this code that is attributable to the improper or unlawful loading of the bicycle.

~~SECTION 1. Section 35400.81 is added to the Vehicle Code, to read:~~

~~35400.81. Notwithstanding Section 35400, the Los Angeles County Metropolitan Transportation Authority created pursuant to Section 130051 of the Public Utilities Code may install a folding device attached to the front of a bus that is designed and used exclusively for transporting bicycles if the following conditions are met:~~

~~(a) The device does not extend more than 40 inches from the front body of the bus when fully deployed.~~

~~(b) The device, including all bicycles transported thereon, is mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment.~~

~~(c) The handlebars of a bicycle that is transported on a device described in this subdivision do not extend more than 46 inches from the front of the bus.~~

~~(d) The device is installed on a bus that is not more than 40 feet in length.~~

~~SEC. 2. The Legislature finds and declares that a special law is necessary and that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique circumstances of a large number of bicycle riders using buses operated by the Los Angeles County Metropolitan Transportation Authority and the need to determine~~

- 1 ~~whether there are safety considerations in having 40-inch bicycle~~
- 2 ~~racks on the front of the authority's buses.~~

REPORT

DATE: May 20, 2014

TO: Legislative/Communications & Membership Committee

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: SB 1228 (Hueso) – Trade Corridors Improvement Fund – SUPPORT In Concept with Requested Amendments

RECOMMENDATION:

Support In Concept with Requested Amendments

EXECUTIVE SUMMARY:

SB 1228 would continue the Trade Corridors Improvement Fund, established by Proposition 1B in 2006, for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues, upon appropriation, by the California Transportation Commission for largely similar purposes as the bond act funds, but would specifically reference as eligible projects infrastructure improvements that benefit the state's land ports of entry. In that regard, the bill would also omit references to infrastructure improvements relating to goods movement to and from airports. The bill, to the extent funds are transferred to the Trade Corridors Improvement Fund from the Greenhouse Gas Reduction Fund, would require projects funded with those funds to demonstrate how they will reduce greenhouse gas emissions consistent with the goals and objectives of the Greenhouse Gas Reduction Fund.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

California's land and sea ports of entry serve as key international commercial gateways for the \$538 billion in products entering and exiting the U.S. in 2012. Statewide, 4.4 million California jobs are dependent on foreign trade. Over 562,700 California workers benefit from jobs with foreign-owned firms, which accounts for 5.1% of all private sector jobs in the state.

There are seven land crossings referred to as Points of Entry (POEs). Congestion at these POEs has led to significant negative impacts on air quality, neighboring communities, businesses, tourists, and employees traveling to work. Additionally there are 11 sea ports of entry across California. More than 40% of the total containerized cargo entering the US arrives at California sea ports. Roughly 30% of all national exports leave the US via California sea ports. Port activities in California are linked to more than 2 million jobs and generate an estimated \$9 billion in state and local tax revenue annually.

Prop. 1B/Trade Corridors Improvement Fund

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B), establishes the Trade Corridors Improvement Fund (TCIF) and provides for transfer of \$2 billion of

general obligation bond proceeds to TCIF for infrastructure improvements along federally designated Trade Corridors of National Significance or other high-volume freight corridors in California as determined by the California Transportation Commission (CTC). Proposition 1B requires the CTC, in determining project eligibility, to consult the state trade infrastructure and goods movement plan, the trade infrastructure and goods movement plans adopted by regional transportation planning agencies, regional transportation plans, and the statewide port master plan.

The California Transportation Commission adopted TCIF program guidelines in November 2007. Legislative statute subsequently established minimum amounts to be distributed to eligible projects in each trade corridor as follows:

- (1) Los Angeles/Inland Empire Corridor (\$1.5 billion or 60 percent);
- (2) San Diego/International Border Corridor (\$250 million or 10 percent);
- (3) San Francisco Bay/Central Valley Corridor (\$640 million or 26 percent);
- (4) Other corridors determined by the CTC (\$60 million or 2 percent).

Existing statute further specified that if existing projects were deprogrammed, that the CTC would collaborate with local transportation agencies in each corridor to select alternative projects with the intent of maintaining the minimum distribution amounts identified above. Thus, although CTC has fully programmed the entire \$2B of Proposition 1B funds in the TCIF, it has been able to program additional projects as savings have materialized. The CTC has extended the program by two years, to fiscal year 2015-16, to take advantage of the further contract savings that have occurred. No uncommitted Proposition 1B monies remain in the TCIF.

The TCIF program has been resounding success, allowing the delivery of key port and inland trade corridor infrastructure projects that otherwise would have had difficulty securing funds through existing programs. However, the Proposition 1B funds are nearing exhaustion. SB 1228 would make permanent the TCIF program and authorize the program to receive revenues from other sources, such as the Greenhouse Gas Reduction Fund (GGRF). Not mentioned in the legislation but certainly viable as potential future revenue sources, are federal freight funds, with several proposed programs currently being considered as Congress takes up surface transportation reauthorization legislation.

BILL PROVISIONS

SB 1228 continues the existence of TCIF indefinitely in order to receive funds from non-Proposition 1B sources, and governs the distribution of non-Proposition 1B funds. This bill cites cap-and-trade monies as a potential funding source. It requires the CTC, when allocating any GGRF monies transferred to TCIF, to require these projects to demonstrate how they will reduce emissions consistent with the goals and objectives of GGRF. The bill requires the CTC to allocate non-Proposition 1B monies in TCIF for infrastructure improvements along federally designated "Trade Corridors of National Significance" or other high-volume freight corridors in California as determined by CTC. It also requires the CTC to allocate TCIF funds in a manner that addresses the state's most urgent needs, balances the demands of various land ports of entry and seaports, provides reasonable geographic balance among the state's regions, and prioritizes projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions.

This bill provides that to the extent GGRF cap-and-trade money is allocated to TCIF, projects funded with that money must demonstrate how they will reduce GHG emissions consistent with the goals and objectives of GGRF. SB 1228 also specifies various kinds of projects eligible for this funding including:

- Highway capacity improvements to more efficiently move freight;
- Freight rail system improvements to enhance the ability to move goods from land ports and seaports to distribution centers;
- Projects to enhance the capacity and efficiency of land ports,
- Truck corridor improvements, including dedicated truck facilities or truck toll facilities;
- Border access improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access coordinated border infrastructure funds made available to the state by federal law.

When allocating TCIF funds, bill provisions also require the CTC to consider the speed and volume of large cargo traveling through the distribution system, a reasonably consistent and predictable amount of time for cargo to travel from one point to another within the system, and a reduction in the recurrent daily hours of delay. Finally, the bill requires the CTC to incorporate into its annual report to the Legislature a summary of its TCIF-related activities, including, at a minimum, a description and location of the projects funded by TCIF, the status of each project, and a description of the mobility and air-quality improvements the program is achieving.

Purpose of Bill. The author states that California's land and sea ports of entry serve as key international commercial gateways for the more than \$500 billion in products entering and exiting the United States each year. Long wait times at order ports of entry delay access to intermediary goods, lead to problems in the manufacturing chain, and create significant negative traffic congestion and air-quality impacts. The author states that in order to leverage fully California's trade-related economic opportunities, the state needs a modern, robust, and multimodal goods movement network.

U.S. firms with significant business crossing through the three Imperial Valley POEs report that their logistics-supply chain is highly time sensitive and the long wait times delay access to intermediary goods and ultimately lead to problems in the manufacturing chain. Long wait times (as high as three to four hours) between Imperial County and the Mexico border accounted for an estimated output loss of \$1.4 billion and 11,600 lost jobs nationally in 2007. More recent studies on the Imperial POEs show that losses to California, alone, were \$620 million. The San Diego POEs have similarly been impacted, with 2005 estimated output losses of \$716 million and \$204 million in labor income losses (or more than 3,600 jobs).

In order to fully leverage California's trade-related economic opportunities the state needs a modern, robust and multimodal goods movement network, which includes air cargo facilities, border crossings, maritime facilities, rail, pipelines, and highways that connect to and through ports of entry. Investing in infrastructure improvements at sea ports of entry can help federally designated marine highways provide large reductions in GHG emissions and air pollutants, relieve traffic congestion and wear and tear on highways, and provide an influx of economic activity throughout the state.

Recommendation. Staff recommends a Support In Concept position of SB 1228 with the request that the bill author amend the legislation to incorporate by reference the existing program guidelines adopted by the CTC on November 27, 2007 (described above); and, to specify that future revenue sources shall be allocated through the Trade Corridor Improvement Fund according to the distribution ratios for each corridor as identified in Government Code Section 8879.52. This clarifies that distribution from TCIF of funds, from whatever sources, would continue as they have under current law. SCAG's regional partners

REPORT

including regional commissions, ports, ACE and Metrolink staff are in agreement that these clarifying amendments are needed to ensure continuity of the TCIF program.

SB 1228 was double-referred to the Senate Committees on Transportation & Housing and Environmental Quality. The bill was heard in the Transportation & Housing Committee on April 22, 2014, and passed out with a vote of 10-0; the bill passed Environmental Quality Committee on May 1, 2014 by 7-0 vote. SB 1228 currently is placed on the Senate Appropriations Committee suspense file.

The bill is supported by the following public and private entities:

California Association of Port Authorities
City of San Diego
ColRich (luxury home and commercial builders)
Congress Member Juan Vargas
Councilmember David Alvarez, City of San Diego
Hamann Companies
Imperial County Transportation Commission
Ingall's Enterprises
Landmark Development Services, Inc.
Murphy Development Company
NAI San Diego Commercial Real Estate
National Enterprises, Inc.
Otay Canyon Ranch, LLC
Otay Mesa Chamber of Commerce Services
Otay Mesa Property Owner's Association
Randolph Fong, Individual (constituent)
San Diego Regional Chamber of Commerce
(Sponsor)
The Judd Company
Unified Port of San Diego

To date, there is no registered opposition.

ATTACHMENT:

SB 1228

AMENDED IN SENATE MARCH 27, 2014

SENATE BILL

No. 1228

Introduced by Senator Hueso

February 20, 2014

An act to amend ~~Section 63021.5 of the Government Code, relating to the Infrastructure and Economic Development Bank~~; add Chapter 4.8 (commencing with Section 2192) to Division 3 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1228, as amended, Hueso. ~~Infrastructure and Economic Development Bank~~. *Trade Corridors Improvement Fund*.

Existing law, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B at the November 7, 2006, statewide general election, provides for transfer of \$2 billion of bond proceeds to the Trade Corridors Improvement Fund, created by the bond act, for infrastructure improvements along federally designated Trade Corridors of National Significance, to be allocated by the California Transportation Commission to eligible projects, as specified.

This bill would continue the Trade Corridors Improvement Fund in existence for the purpose of receipt and expenditure of revenues from sources other than the bond act. The bill would provide for allocation of these revenues, upon appropriation, by the California Transportation Commission for largely similar purposes as the bond act funds, but would specifically reference, as eligible projects, infrastructure improvements that benefit the state's land ports of entry. In that regard, the bill would also omit references to infrastructure improvements relating to goods movement to and from airports. The bill, to the extent

funds are transferred to the Trade Corridors Improvement Fund from the Greenhouse Gas Reduction Fund, would require projects funded with those funds to demonstrate how they will reduce greenhouse gas emissions consistent with the goals and objectives of the Greenhouse Gas Reduction Fund.

~~Existing law creates the Infrastructure and Economic Development Bank within the Governor's Office of Business and Economic Development. Existing law requires the bank to be governed, and its corporate power exercised, by a board of directors, as specified.~~

~~This bill would make technical, nonsubstantive changes to this law.~~

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~ yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 *SECTION 1. The Legislature finds and declares that*
2 *international trade in California is an increasingly important*
3 *component of the state's \$2 trillion economy. In 2013, California*
4 *exported \$168 billion in products, an increase of more than 4*
5 *percent over the amount exported in 2012. California has five*
6 *major land ports of entry, yielding \$535.9 billion in economic*
7 *activity in 2012. California is also home to 11 seaports on over*
8 *1,000 miles of coastline. Seaports generate billions of dollars in*
9 *economic activity and millions of jobs. Land ports of entry and*
10 *seaports create busy borders and harbors with heavy industrial*
11 *commerce. It is imperative that safety issues and pollution*
12 *generated by trade are mitigated in order to reduce those impacts*
13 *and to allow additional growth in international trade.*

14 *SEC. 2. Chapter 4.8 (commencing with Section 2192) is added*
15 *to Division 3 of the Streets and Highways Code, to read:*

16
17 *CHAPTER 4.8. TRADE CORRIDORS IMPROVEMENT FUND*
18

19 2192. (a) *The Trade Corridors Improvement Fund, created*
20 *pursuant to subdivision (c) of Section 8879.23 of the Government*
21 *Code, is hereby continued in existence to receive revenues from*
22 *sources other than the Highway Safety, Traffic Reduction, Air*
23 *Quality, and Port Security Bond Act of 2006. This chapter shall*
24 *govern expenditure of those other revenues.*

(b) The moneys in the fund from those other sources shall be available upon appropriation for allocation by the California Transportation Commission for infrastructure improvements in this state on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement, as determined by the commission. In determining the projects eligible for funding, the commission shall consult the trade infrastructure and goods movement plan submitted to the commission by the Secretary of Transportation and the Secretary for Environmental Protection. The commission shall also consult trade infrastructure and goods movement plans adopted by regional transportation planning agencies, adopted regional transportation plans required by state and federal law, and the statewide port master plan prepared by the California Marine and Intermodal Transportation System Advisory Council (Cal-MITSAC) pursuant to Section 1730 of the Harbors and Navigation Code, when determining eligible projects for funding. Eligible projects for these funds include, but are not limited to, all of the following:

(1) Highway capacity improvements and operational improvements to more efficiently accommodate the movement of freight, particularly for ingress and egress to and from the state's land ports of entry and seaports, including navigable inland waterways used to transport freight between land ports of entry and seaports and between seaports, and to relieve traffic congestion along major trade or goods movement corridors.

(2) Freight rail system improvements to enhance the ability to move goods from land ports of entry and seaports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(3) Projects to enhance the capacity and efficiency of land ports of entry and seaports.

(4) Truck corridor improvements, including dedicated truck facilities or truck toll facilities.

(5) Border access improvements that enhance goods movement between California and Mexico and that maximize the state's

1 ability to access coordinated border infrastructure funds made
2 available to the state by federal law.

3 (c) (1) The commission shall allocate funds for trade
4 infrastructure improvements from the fund in a manner that (A)
5 addresses the state's most urgent needs, (B) balances the demands
6 of various land ports of entry and seaports, between large and
7 small land ports of entry and small and large seaports, as well as
8 between land ports of entry and seaports, (C) provides reasonable
9 geographic balance between the state's regions, and (D) places
10 emphasis on projects that improve trade corridor mobility while
11 reducing emissions of diesel particulate and other pollutant
12 emissions.

13 (2) In addition, the commission shall also consider the following
14 factors when allocating these funds:

15 (A) "Velocity," which means the speed by which large cargo
16 would travel from the land port of entry or seaport through the
17 distribution system.

18 (B) "Throughput," which means the volume of cargo that would
19 move from the land port of entry or seaport through the distribution
20 system.

21 (C) "Reliability," which means a reasonably consistent and
22 predictable amount of time for cargo to travel from one point to
23 another on any given day or at any given time in California.

24 (D) "Congestion reduction," which means the reduction in
25 recurrent daily hours of delay to be achieved.

26 (d) To the extent moneys from the Greenhouse Gas Reduction
27 Fund, attributable to the auction or sale of allowances as part of
28 a market-based compliance mechanism relative to reduction of
29 greenhouse gas emissions, are transferred to the Trade Corridors
30 Improvement fund, projects funded with those moneys shall
31 demonstrate how they will reduce emissions consistent with the
32 goals and objectives of the Greenhouse Gas Reduction Fund.

33 (e) The commission shall allocate funds made available by this
34 section to projects that have identified and committed supplemental
35 funding from appropriate local, federal, or private sources. The
36 commission shall determine the appropriate amount of
37 supplemental funding each project should have to be eligible for
38 moneys from the fund based on a project-by-project review and
39 an assessment of the project's benefit to the state and the program.
40 Except for border access improvements described in paragraph

(5) of subdivision (b), improvements funded with moneys from the fund shall have supplemental funding that is at least equal to the amount of the contribution from the fund. The commission may give priority for funding to projects with higher levels of committed supplemental funding.

(f) The commission shall include in its annual report to the Legislature, required by Section 14535 of the Government Code, a summary of its activities related to the administration of this section. The summary shall, at a minimum, include a description and the location of the projects contained in the program funded by the fund, the amount of funds allocated to each project, the status of each project, and a description of the mobility and air quality improvements the program is achieving.

~~SECTION 1. Section 63021.5 of the Government Code is amended to read:~~

~~63021.5. (a) The bank shall be governed and its corporate power exercised by a board of directors that shall consist of the following persons:~~

~~(1) The Director of Finance or his or her designee.~~

~~(2) The Treasurer or his or her designee.~~

~~(3) The Director of the Governor's Office of Business and Economic Development or his or her designee, who shall serve as chair of the board.~~

~~(4) An appointee of the Governor.~~

~~(5) The Secretary of Transportation or his or her designee.~~

~~(b) Any designated director shall serve at the pleasure of the designating power.~~

~~(c) Three of the members shall constitute a quorum and the affirmative vote of three board members shall be necessary for any action to be taken by the board.~~

~~(d) A member of the board shall not participate in any bank action or attempt to influence any decision or recommendation by any employee of, or consultant to, the bank that involves a sponsor of which he or she is a representative or in which the member or a member of his or her immediate family has a personal financial interest within the meaning of Section 87100. For purposes of this section, "immediate family" means the spouse, children, and parents of the member.~~

~~(e) Except as provided in this subdivision, members of the board shall serve without compensation, but shall be reimbursed for~~

1 ~~actual and necessary expenses incurred in performing their duties~~
2 ~~to the extent that reimbursement for these expenses is not otherwise~~
3 ~~provided or payable by another public agency, and shall receive~~
4 ~~one hundred dollars (\$100) for each full day of attending meetings~~
5 ~~of the authority.~~

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REPORT

DATE: May 20, 2014

TO: Legislative/Communications & Membership Committee

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836;
chidsey@scag.ca.gov

SUBJECT: 2014 California Budget May Revision Summary

RECOMMENDATION:

For "lphqtpcvkp"qpn{="pq"cevkp"tgs wktgf 0

EXECUTIVE SUMMARY:

This May Revision to the Governor's proposed 2014-15 budget released in January forecasts revenues to increase by \$2.4 billion, but with equivalent anticipated costs of health care, drought, and other state funded programs. The May Revision maintains the Governor's Budget principle of paying down debt and reducing long-term liabilities, and additionally proposes a plan to shore up the teacher pension system. Despite the state's achieving a balanced budget, there remain a number of risks that threaten the state's fiscal stability, including the overhang of fiscal debts, growing long-term liabilities and uncertainties regarding the costs of the federal Affordable Care Act. This summary, in addition to providing the major fiscal changes to the proposed budget since January, highlights budget areas related to transportation, local government, and related policy areas germane to SCAG's jurisdictional responsibilities. There are no substantive adjustments in this May Revision to provisions related to climate change or cap-and-trade revenue allocation, including no change to the proposed \$100 million of the \$850 million of cap-and-trade revenues for sustainability proposed by the Governor's initial budget in January, which SCAG and LA Metro have requested to increase to \$500 million to help adequately fund SCS programs throughout the region and the state to meet the goals of SB 375 and AB 32.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

May Revision Broad Policy Changes

The May Revision reflects the net changes in the national and state economic outlook, the corresponding effects on revenues and the state's obligation to schools, increased costs for implementing federal health care reform and other spending adjustments. Key developments and proposals reflected in the May Revision include:

- A net increase of \$2.4 billion in expected revenues across 2012-13 through 2014-15. This increase is largely driven by higher than expected personal income tax withholding, partnership income, and dividend income. These revenues are associated with higher annual bonus payments

and one-time shifts due to federal tax policy changes in 2012. Therefore, the higher revenues are largely a one-time bump in 2013-14.

- Due to the change in state revenues, lower property taxes, and higher enrollment in K-12 schools, state General Fund costs for the Proposition 98 minimum guarantee for education have increased by \$659 million. The May Revision includes \$10 billion in new Proposition 98 resources for schools this year, including \$4.5 billion to continue the implementation of the Local Control Funding Formula.
- Last year, the state's adoption of the optional expansion of Medi-Cal under the Affordable Care Act represented a major new spending commitment in providing Californians with health care coverage. Compared to what was expected just a few months ago, implementation of federal health care reform will provide more than one million additional people with coverage through Covered California and Medi-Cal combined. Medi-Cal enrollment is now expected to rise from 7.9 million before implementation to 11.5 million in 2014-15. This is a 46 percent increase and Medi-Cal will now cover about 30 percent of the state's population. This surge in coverage will bring significantly higher state costs. Although the federal government will pay the costs for the optional expansion for the next few years, approximately 800,000 individuals will receive Medi-Cal benefits under the current 50-50 state-federal cost sharing arrangement. As a result, General Fund Medi-Cal costs will rise by \$2.4 billion over two years. This represents an additional General Fund cost of \$1.2 billion compared to what was expected in the Governor's January Budget.
- On January 17, 2014, the Governor declared a state of emergency because of increasingly severe drought conditions. In February, the Governor signed Chapter 2, Statutes of 2014 (SB 103), appropriating \$687 million in new expenditures. Additionally, the May Revision provides \$142 million (\$121 million General Fund) in drought-related expenditures to reflect higher costs in firefighting, emergency response, enforcement, monitoring, wildlife preservation, food assistance, and other critical activities.
- On February 20, 2014, the California Public Employees' Retirement System Board adopted new assumptions regarding the longer life expectancy of state retirees. The impact of these assumptions will be \$1 billion phased in over three years. The costs in 2014-15 will be \$430 million (\$254 million General Fund).
- The Governor's January Budget included an increase of \$100 million for trial court operations. The May Revision increases this amount to \$160 million as part of a two-year strategy to stabilize trial court funding and allow time for the Judiciary to pursue cost reduction strategies.

Transportation

The Transportation Agency is responsible for improving the mobility, safety, and sustainability of California's transportation system. The Agency includes the Department of Transportation, the California Transportation Commission, the High-Speed Rail Authority, the Department of Motor Vehicles, the California Highway Patrol, the Board of Pilot Commissioners, and the Office of Traffic Safety.

The May Revision includes total funding of \$15.6 billion (\$83 million General Fund and \$15.5 billion other funds) for all programs administered within the Agency. The Department of Transportation (Caltrans) has almost 20,000 employees and a budget of \$11.1 billion. Caltrans designs and oversees the construction of state highways, operates and maintains the highway system, funds three intercity passenger rail routes, and provides funding for local transportation projects. The Department maintains

50,000 road and highway lane miles and nearly 13,000 state bridges, and inspects more than 400 public-use and special-use airports and heliports. The largest sources of funding for transportation projects are excise taxes paid on fuel consumption, federal funds also derived from fuel taxes, and weight fees on trucks.

The May Revision offers the following significant adjustments:

- **Capital Outlay Support Program** — The Department traditionally updates the Capital Outlay Support program based on project allocations by the California Transportation Commission and adjusts support resources needed to proceed with those projects. The program provides the funding and resources necessary to plan, construct, and oversee state highway projects.
- The May Revision reflects a net reduction of \$21.8 million and 195 state positions for engineering, design, and construction oversight activities due to diminishing fund sources, such as Proposition 1B and the federal American Recovery and Reinvestment Act. Contract resources are provided to advance 22 highway projects associated with the one-time funding available due to an early General Fund loan repayment of \$340 million proposed in the Governor's Budget.

Local Government/Redevelopment Agencies

The winding down of the state's former redevelopment agencies (RDAs) continues to be a priority for the Administration. Chapter 5, Statutes of 2011 (ABx1 26), eliminated the state's approximately 400 RDAs and replaced them with locally organized successor agencies that are tasked with retiring the former RDAs' outstanding debts and other legal obligations. The elimination of RDAs allows local governments to protect core public services by returning property tax money to cities, counties, special districts, and K-14 schools.

In 2011-12 and 2012-13 combined, approximately \$620 million was returned to cities, \$875 million to counties, and \$310 million to special districts. The May Revision estimates that cities will receive an additional \$541 million in general purpose revenues in 2013-14 and 2014-15 combined, with counties receiving \$662 million and special districts \$209 million. It is estimated that additional ongoing property tax revenues of more than \$700 million annually will be distributed to cities, counties, and special districts by 2016-17.

In 2011-12 and 2012-13 combined, approximately \$2.2 billion was returned to K-14 schools. The May Revision estimates that Proposition 98 General Fund savings resulting from the dissolution of RDAs will be \$1.1 billion in 2013-14. For 2014-15, Proposition 98 General Fund savings are estimated to be \$811 million. On an ongoing basis, Proposition 98 General Fund savings are estimated to be \$1 billion by 2016-17.

Tools for Local Economic Development

The elimination of RDAs returns over \$1 billion annually to core public services. Since compliance levels with the RDA dissolution statutes are improving, the Governor's Budget proposed expanding the tax increment financing tool utilized by Infrastructure Financing Districts (IFDs) for a broader array of uses than are authorized under current law.

REPORT

Specifically, the Governor's Budget included legislation that would provide greater flexibility to IFDs for cities and counties that have: (1) received a Finding of Completion, demonstrating they have remitted all unencumbered cash assets of their former RDAs to the affected taxing entities; (2) complied with all State Controller's Office RDA-related audit findings; and (3) concluded all outstanding legal issues concerning their former RDA with the state. These changes include:

- Expanding the types of projects that IFDs can fund to include military base reuse, urban infill, transit priority projects, affordable housing, and associated necessary consumer services. The goal is to maintain the IFD focus on projects which have tangible quality-of-life benefits for the residents of the IFD project area.
- Allowing cities or counties that meet specified benchmarks to create these new IFDs, and to issue related debt, subject to receiving 55-percent voter approval.
- Allowing new IFD project areas to overlap with the project areas of the former RDAs, while strictly limiting the available funding in those areas to dollars available after payment on all of the former RDA's approved obligations.
- Maintaining the current IFD prohibition on the diversion of property tax revenues from K-14 schools, which will ensure any usage will have no state General Fund impact, and require entities that seek to establish an IFD to gain the approval of the county, cities, and special districts that would contribute their revenue, including residual revenue, to the IFD.

Based on feedback received since the Governor's Budget, the May Revision proposes the following changes to the Administration's IFD proposal:

- Establishes Enhanced IFDs as a stand-alone provision in statute. This will allow cities and counties that have not resolved their outstanding RDA-related issues to participate in the current IFD program, which will continue in existence without modification.
- Clarifies that monies received by cities and counties pursuant to the Vehicle License Fee Swap may be securitized to fund Enhanced IFD projects.
- Clarifies that entities participating in an Enhanced IFD may seek voter approval, pursuant to existing statutory and constitutional requirements, to levy new fees or assessments to support projects identified in an Enhanced IFD project plan.
- Establishes affordable housing projects as projects of community-wide significance that an Enhanced IFD may fund.
- Clarifies that Enhanced IFDs must replace any low- or moderate-income housing that is removed as part of a project plan, as is required under current IFD law.
- Specifies that any affordable housing created or replaced as part of an Enhanced IFD project plan must include long-term affordability covenants of 55 years for rental units and 45 years for owner-occupied units.

A full summary of the May Revision can be accessed at the following link with detailed provisions to be shortly forthcoming online: <http://www.ebudget.ca.gov/>

ATTACHMENT:

None.

REPORT

DATE: May 20, 2014

TO: Legislative/Communications & Membership Committee

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: Summary of Surface Transportation Reauthorization Bills

RECOMMENDATION:

For information only; no action required.

EXECUTIVE SUMMARY:

On April 29, 2014, the Administration unveiled The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act, or GROW AMERICA Act, a \$302 billion, four year transportation reauthorization proposal that provides increased funding for the nation's highways, bridges, transit, and rail systems. On May 12, 2014, the Senate Environment and Public Works Committee released its MAP-21 Reauthorization Act, a six year, \$262 billion successor authorization bill to MAP-21 that passed in 2012. This report highlights major provisions of both bills with particular emphasis upon provisions relating to freight and goods movement and Metropolitan Planning Organization (MPO) provisions.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective b) Identify and support legislative initiatives.

BACKGROUND:

GROW AMERICA Act

The GROW AMERICA Act is a \$302 billion, four year transportation reauthorization proposal that provides increased funding for the nation's highways, bridges, transit, and rail systems. The Administration's proposal is funded by supplementing current revenues with \$150 billion in one-time transition revenue from pro-growth business tax reform, designed to prevent Highway Trust Fund (HTF) insolvency for four years and increase investments into the transportation system.

The GROW AMERICA Act seeks to provide States and local governments with the certainty needed to effectively plan and start construction on longer range projects supporting millions of jobs over the next several years, and that will also improve the nation's global competitiveness and mobility in communities across the country. Provisions of the Act will provide investments to fix roads and bridges as sixty five percent of America's major roads are rated in less than good condition, while one in four bridges require significant repair or cannot handle today's traffic; 45 percent of Americans do not have access to transit. Specifically, the GROW AMERICA Act will provide –

- *\$199 billion to invest in the nation’s highway system and road safety.* The proposal will increase the amount of highway funds by an average of about 22 percent above FY 2014 enacted levels, emphasizing “Fix-it-First” policies and reforms that prioritize investments for repairs and improvements to the safety of roads and transit services, with particular attention to investments in rural and tribal areas;
- *\$72 billion to invest in transit systems and expand transportation options.* The proposal increases average transit spending by nearly 70 percent above FY 2014 enacted levels, which will enable the expansion of new projects that improve connectivity (e.g., light rail, street cars, bus rapid transit, etc.) in suburbs, fast-growing cities, small towns, and rural communities, while still maintaining existing transit systems. The GROW AMERICA Act proposes a \$5.1 billion increase in investments to address public transit’s maintenance backlog to reduce bus and rail system breakdowns; create more reliable service; and to stop delays. The proposal also includes the innovative Rapid Growth Area Transit Program, which would provide \$2 billion over four years to fast growing communities for bus rapid transit and other multimodal solutions to get ahead of the challenges caused by rapid growth.
- *Tools and resources to encourage regional coordination and local decision making.* The proposal includes policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs). High-performing large MPOs will be granted control of a larger portion of funds under two federal transportation programs – the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP) – and these MPOs will also receive funds through a set aside under the new Fixing and Accelerating Surface Transportation (FAST) program.

The GROW AMERICA Act also seeks to expand economic growth, and create jobs and new opportunities by investing in transportation projects that better connect communities to centers of employment, education, and other services. The GROW AMERICA Act will -

- *Support ladders of opportunity to the middle class.* Forty five percent of Americans lack access to public transportation. In addition to investing \$72 billion in public transportation and expanding transportation options and \$2 billion for the Rapid Growth Area Transit Program described previously, the GROW AMERICA Act includes \$245 million for workforce development to enhance the size, diversity, and skills of our Nation’s construction and transportation workforce through collaborative partnerships with the U.S. Department of Labor, States, and non-governmental organizations.
- *Provide \$10 billion for a multi-modal freight program.* The U.S. transportation system moves more than 52 million tons worth nearly \$46 billion each day, or almost 40 tons of freight per person per year, and freight tonnage is expected to increase 62 percent by 2040. The GROW AMERICA Act will help improve the operation of the transportation system to move freight while making investments to accommodate this future growth by providing \$10 billion over four years to establish a new multimodal freight grant program to fund rail, highway, and port projects that will improve the efficient movement of goods across the country. The Act will also give shippers and transportation providers a seat at the table for making investment decisions and incentivizes states to collaborate and establish long term freight strategic plans.
- *Provide \$19 billion in dedicated funding for rail programs.* The proposal also includes nearly \$5 billion annually for high performance and passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.

The GROW AMERICA Act also contains project finance and delivery improvements, which include a number of measures to ensure the nation is getting most out of Federal transportation infrastructure investments. The GROW AMERICA Act will -

- *Utilize competitive funding to spur innovation.* The proposal will provide \$5 billion over four years - an increase of more than 100 percent - for the highly successful TIGER competitive grant program and \$4 billion embedded in the highway and transit requests for a competitive grant program called Fixing and Accelerating Surface Transportation (or "FAST"). Modeled after the Department of Education's Race to the Top program, FAST will award States, Tribes, and MPOs that adopt innovative strategies and best practices in transportation that would have long-term impact on projects across the transportation programs.
- *Improve project delivery and the Federal permitting and regulatory review process.* The GROW AMERICA Act will build on recent efforts to expedite project approval timelines by expanding on a series of efforts by the Administration to expedite high priority projects and identify best practices to guide future efforts without undermining bedrock environmental laws. The proposal will improve interagency coordination by advancing concurrent, rather than sequential, project reviews and will improve transparency of project reviews and timelines through online "dashboards." It will also increase flexibility for recipients to use Federal transportation funds to support environmental reviews, and help to integrate overlapping requirements.
- *Incentivize cost effective investments.* The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems.
- *Provide \$4 billion to attract private investment in transportation infrastructure.* The Transportation Infrastructure Finance and Innovation Act (TIFIA) program leverages Federal dollars by facilitating private participation in transportation projects and encouraging innovative financing mechanisms that help advance projects more quickly. The GROW AMERICA Act calls for \$4 billion in funding over four years, estimated to support \$40 billion in loans. The Act will strengthen the Railroad Rehabilitation and Improvement Financing (RRIF) financing Program by reducing the cost of obtaining a loan, making RRIF more accessible to short line and regional railroads. The proposal will raise the cap of Private Activity Bonds (PABs) to \$19 billion, making room for more projects considering a public-private partnership approach to be able to take advantage of this tool.

Multimodal Freight Investment Program

As described above, the GROW AMERICA Act provides \$10 billion for a new multimodal freight investment program. Embodied within the program is the Multimodal Freight Incentive Program, eligible to states only, providing funding to eligible projects that include regional freight plans, projects demonstrating public freight benefits, projects facilitating freight regionally/nationally significant economic development issues, and projects addressing multimodal, multi-jurisdictional, or corridor-based freight needs.

The program also creates a new discretionary National Freight Infrastructure grant program, for which MPOs are eligible for funding, for which eligible projects include capital infrastructure projects, operational improvements or equipment in the highway, rail, water, air, or pipeline modes as well as intermodal facilities and facilities related to border crossings. Selection criteria include the effect of the project on achieving the MAP-21 established freight goals; use of innovative technologies, strategies

and practices; impact on U.S. exports; degree of leveraging of local funds; project's likely net benefits, and the extent to which funds for the proposed project are unavailable from other funding sources.

This section also mandates creation of state freight plans and state advisory panels, and adds MPOs as representatives on the panels. Current law encourages such plans and panels but does not require them.

Environmental Review Provisions

The GROW AMERICA Act contains a number of provisions to improve the federal environmental planning and review processes, including authorization for a public entity to request that it receive a portion of federal and state agency funds to be used for activities that contribute to expediting and improving permitting and review processes. Provisions of the Act require USDOT to develop coordinated and concurrent environmental review and permitting when initiating an EIS, and for USDOT and other federal agencies to create an environmental checklist to expedite permitting, as well as requiring annual interagency collaboration sessions. The Act also requires establishment of an online platform to report progress and status of NEPA review and compliance and any other federal environmental approvals. Finally, the Act creates an Infrastructure Permitting Improvement Center to coordinate and implement reform for federal infrastructure permitting and reviews; develop metrics to evaluate timeliness of review and approval processes; and develop related online transparency tools.

Consolidated and High Performing MPOs

The GROW AMERICA Act calls for MPO consolidation by the following provisions:

- Limits creation of a new MPO if another MPO already exists within the boundaries of the Metropolitan Statistical Area (MSA), and also limits creation of a new MPO if it would exist outside of an MSA;
- Where two MPOs exist within the same MSA, the MPOs may either:
 - Be consolidated by agreement between the MPOs;
 - Retain their designation as distinct MPOs, but this decision must be reviewed every 10 years with the MPOs and the Governor(s) providing justification on the continued necessity of the designation of multiple MPOs. Where multiple MPOs exist within a single MSA, they must develop together a single TIP and LRTP for use by all MPOs within the MSA with a single set of performance targets.

The Act also provides for designation of High Performing MPOs as follows:

- An MPO in an urbanized area with population above 200,000 may request a high performing MPO designation from the Secretary which, if granted, remains for 10 years. Criteria the Secretary is required to consider includes:
 - The extent to which the MPO has an equitable and regional approach to decision-making;
 - The extent to which the MPO has incorporated performance targets into its planning process;
 - Whether the MPO is a consolidated MPO;
 - If the MPO is not a consolidated MPO, the extent to which the MPO is coordinating with all other MPOs designated for the same MSA;
 - Technical capacity of the MPO, and
 - Other criteria established by the Secretary.

Under the MPO section (Sec. 1202), under STP and TAP, funds are sub-allocated as follows:

- 50% by the state based in proportion to their relative shares of the population of the state in urbanized areas over 200,000 population; in urban areas 5,000 to 200,000 in population; and in areas of the state with under 5,000 population;
- 25% may be obligated in any area of the state;
- The remaining 25% is reserved for high performing MPOs;
- Provides 50% additional funding for high performing MPOs.

Act provisions also require states to prioritize the needs of high performing MPOs in the development of the distribution formula for metropolitan planning funds.

Funding

The Administration proposes to fund the GROW AMERICA Act through a *pro-growth, business tax reform*, without adding to the deficit. The President's Budget outlined a proposal to dedicate \$150 billion in one-time transition revenue from pro-growth business tax reform to address the funding crisis facing surface transportation programs and increase infrastructure investment. The budget calls for a repatriation of the foreign earnings currently held abroad. The Administration estimates a one-time revenue gain of \$150 billion from effectively a retroactive tax on the \$1-2 trillion worth of profits currently held or reinvested overseas, in addition to other proposed changes to accounting rules. This amount is deemed sufficient to not only fill the current funding gap in the Highway Trust Fund, but increase surface transportation investment over current authorized levels by nearly \$90 billion over the next four years. The Administration asserts that a comprehensive approach to reforming business taxes can help create jobs and spur investment while ensuring a more equitable tax system that eliminates current loopholes that reward moving profits overseas.

Full text of the GROW AMERICA Act can be accessed here:
http://www.dot.gov/sites/dot.gov/files/docs/DOT_surface_reauth-FINAL.pdf

MAP-21 Reauthorization Act

The surface transportation authorization bill is subject to three committees of policy jurisdiction in the United States Senate: the Senate Environment and Public Works Committee, which has jurisdiction principally over the highway portion of the bill; Senate Commerce, Science and Transportation Committee which has jurisdiction over safety related issues; and Senate Banking, Housing and Urban Affairs Committee which has jurisdiction over mass transit issues. Additionally, Senate Finance Committee has jurisdiction over funding provisions of the bill such as the Highway Trust Fund and other related finance issues.

Thus the MAP-21 Reauthorization Act as introduced on May 12, 2014, deals primarily with highway related issues, including the federal freight program and Projects of National and Regional Significance (PNRS). As introduced, the MAP-21 Reauthorization Act is a six-year bill authorizing a total of \$262 billion. The bill allows the total Federal Highway Administration (FHWA) mandatory budget to grow at an average rate of 1.9 percent per year for six years; the funding apportioned via formula would grow at a slightly faster average rate of 2% per year. *It is estimated that in order to pay for this bill, approximately \$16 billion per year of additional revenues will need to be deposited into the HTF (\$96 billion total).* If these funds are not identified either through spending cuts or revenue increases, EPW could shorten the term of the bill accordingly based upon how deficient the HTF is funded by the bill.

Authorizations

The bill authorizes an average of \$43.6 billion per year from the Highway Account of the HTF over a six-year 2015-2022 period and authorizes the potential appropriation from the general fund of an additional average \$504 million per year for the same period. A new freight formula program would be created starting in 2016 averaging \$1 billion per year over 5 years, with most allocated programs being frozen at 2014 levels. The bill provides \$400 million per year for the PNRS program.

National Freight Program

The freight program provisions of the bill build upon the program established under MAP-21 and emphasize increased consultation and involvement with MPOs in designation of the Primary Freight Network, renamed the Primary Highway Freight Network (PHFN), underscoring the fact it is principally a highway network. The bill keeps the 27,000 mile cap of network from MAP-21, but shortens the network's designation cycle from every 10 years to every 5 years.

Freight formula funding begins in FY 2016, not 2015, as do other formula programs in this bill, and will be based on the current apportionment criteria. The bill specifies a minimum amount of money distributed through the freight formula program must be obligated for projects on the PHFN; that minimum is a proportion determined by the number of miles within the state on the PHFN relative to the total miles in the state on the PHFN + the state's total number of Interstate miles NOT on the PHFN, expressed as such:

State's total # of PHFN Miles

State's total # of PHFN Miles + State's total # of Interstate miles not on PHFN.

Once the proportion is determined, states may not spend less than that proportion on the PHFN. However, some flexibility of HTF dollars is provided, as states can use up to 10% of freight formula money on multimodal projects. Bill provisions also allow states flexibility to increase the number of PHFN miles designated in their respective state by up to 10% of the number of miles originally designated in that state to close network gaps and establish first and last mile connections. The bill, like the Administration proposal, makes mandatory for states to create freight plans and advisory committees, but eliminates the incentive program providing an option for states to apply for increased federal match for projects named on their respective state freight plans.

Funding for the national freight program is authorizes as such:

- \$400,000,000 for FY 2016;
- \$800,000,000 for FY 2017;
- \$1,200,000,000 for FY 2018;
- \$1,600,000,000 for FY 2019; and
- \$2,000,000,000 for FY 2020.

PNRS

Provisions define eligible applicants for PNRS program funds as state and municipal governments, Indian tribes, transit agencies, public authorities, port authorities, and multi-state jurisdictional groups; and defines eligible projects as those with costs exceeding \$350 million and a certain percentage of the

state's annual highway funding. Provisions also define eligible costs, solicitation criteria, evaluation and selection criteria, and caps the maximum size of rural projects at \$50 million. Sec. 1101 of the bill provides \$400 million per year in contract authority in FYs 2015-2020 for the program.

Environmental Review Provisions

The bill provides a number of provisions to modernize environmental review procedures and further accelerate project delivery. These include a requirement of USDOT to develop a "template programmatic requirement" providing for efficient and adequate procedures for evaluating Federal actions relating to FHWA categorical exclusions. With respect to NEPA, bill provisions require USDOT to align, to the maximum extent possible, NEPA and NHPA requirements, as well as to require USDOT to give a written response to applications within 45 days of receipt. The bill directs federal agencies to reduce duplicative reviews under NEPA and state laws. It also allows the lead agency under NEPA to use errata sheets for small corrections rather than rewrite the entire record and to expeditiously develop a single document that consists of a final environmental impact statement and a record of decision.

Funding

As described above, funding of the bill falls under jurisdiction of the Senate Finance Committee, which will be tasked with finding approximately \$16 billion per year to fund the bill under current provisions, either through additional revenues, spending cuts, or combination thereof. If the bill cannot be fully paid for, it will be shortened in duration from a six-year bill to such duration as can be fully funded by the sources approved by the Finance Committee.

Full text of the MAP-21 Reauthorization Act can be accessed here:

http://www.epw.senate.gov/public/index.cfm?FuseAction=Files.View&FileStore_id=1e3c777c-8d48-49f0-b9b6-2e725470a1bb

MAP-21, SAFETEA-LU, ICE-TEA, and all modern transportation authorization bills have been finalized through the conference committee process, whereby differences in the bills passed by the House and Senate are resolved and passed by both chambers. The Senate EPW Committee held markup on its bill on Thursday, May 15, 2014, where the bill passed unanimously with several amendments that staff will review once available. Committee members expressed strong, bipartisan support at the hearing for central tenants of the bill, including its six-year term to allow for proper long range infrastructure planning, the absence of earmarks, the need for fully funded national freight program, continued environmental review process reforms, and need for strong, bipartisan work in the Finance Committee to find the means to pay for the bill.

Chairman Schuster of the House Transportation and Infrastructure Committee has publicly expressed intent of the Committee to markup its authorization bill this summer, likely in August. MAP-21 expires at the end of the federal fiscal year, September 30, 2014. Staff will continue to monitor and apprise the Committee of any developments related to these important legislative proposals.

ATTACHMENT:

None.

SCAG California Legislative Matrix

May 2014

**PROPOSITION 39
IMPLEMENTATION****AB 114**

Author
Salas

Location
Senate

Next Hearing
Third Reading File

Positions
League: Watch

Party
D

Proposition 39: Implementation: Workforce Development**Bill Summary**

Amends existing law that appropriates funds to the State Workforce Development Board to develop and implement a competitive grant program for eligible community-based and other training workforce organizations prepared disadvantaged youth or veterans for employment. Requires the Board to require a grant recipient to report to the Board specified information, and to review and assess the program in achieving the training and workforce development goals, identify problems and barriers, and provide solutions.

Status: Pending**Recent Activity**

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (16-0) on 05/24/2013. From Assembly: Passed (75-2) to Senate on 05/28/2013. To Senate Committees on Labor & Industrial Relations and Energy, Utilities & Communications on 06/06/2013. From Labor & Industrial Relations: Do pass (4-0) to Energy, Utilities & Communications on 06/12/2013. From Energy, Utilities & Communications: Do pass (9-2) to Appropriations. Amended, re-referred to Appropriations on 07/09/2013. From Appropriations: To Second Reading without further hearing on 08/19/2013. From Senate: To Inactive File on 09/12/2013.

**PUBLIC SAFETY
REALIGNMENT****AB 147**

Author
Perez, V. M.

Location
Senate: R

Next Hearing

Positions

Party
D

Realignment Omnibus Act of 2014**Bill Summary**

Requires that any person who is released from prison who has a prior conviction for a serious felony, a violent felony, and offense for which the person was sentenced pursuant to the 3-strikes law, a crime where a person is classified as a high-risk offender, or a crime where the person is required to undergo mental health treatment, be subject to parole supervision by the Department of Corrections and Rehabilitation and the court in the county of residence or in which an alleged violation occurred.

Status: Passed to SENATE**Recent Activity**

From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (17-0) on 05/24/2013. From Assembly: Passed (77-0) to Senate on 05/29/2013. To Senate Committees on Natural Resources & Water and Environmental Quality on 06/13/2013. From Natural Resources & Water: Hearing canceled at the request of the author on 06/18/2013. Author's amendments, re-referred to Natural Resources & Water on 04/30/2014. Withdrawn from Natural Resources & Water, re-referred to Rules on 05/05/2014.

ENVIRONMENT**AB 148**

Author
Perez, V.M.

Location
Senate: NRW

Next Hearing

Positions

Party
D

Salton Sea Restoration**Bill Summary**

Amends existing law requires the Secretary of the Natural Resources Agency, in consultation and coordination with the Salton Sea Authority, to lead Salton Sea restoration efforts. Eliminates the requirement that the Secretary and the Legislature have final approval for any proposed restoration plan. Authorizes the Authority to lead a feasibility study. Prohibits a study or other activity from delaying the planning and implementation of ongoing and planned restoration projects.

Status: Passed to SENATE**Recent Activity**

From Water, Parks & Wildlife: Do pass (15-0) to Appropriations on 01/14/2014. From Appropriations: Do pass (16-0) to Consent Calendar on 01/23/2014. From Assembly: Passed (78-0) to Senate on 01/29/2014. To Senate Committee on Natural Resources & Water on 02/06/2014. Author's amendments, re-referred to Natural Resources & Water on 03/24/2014.

**INFRASTRUCTURE
FINANCING****AB 229**

Author
Perez, J.

Location
Assembly

Next Hearing
Inactive File

Positions

Party
D

Infrastructure and Revitalization Financing Districts**Bill Summary**

Authorizes the creation by a city, county, city and county, and joint powers authority, of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes the creation of a district and the issuance of debt. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases.

Status: Passed Both Houses**Recent Activity**

Introduced on 02/04/2013. To Assembly Committee on Local Government on 02/15/2013. Author's amendments, re-referred to Local Government on 04/08/2013. From Local Government: Do pass (8-1) to Appropriations on 04/17/2013. From Appropriations: Do pass (16-1) on 05/01/2013. From Assembly: Passed (71-3) to Senate on 05/09/2013. To Senate Committee on Governance & Finance on 05/23/2013. From Governance & Finance: Do pass (6-1) to Appropriations on 06/05/2013. Amended, re-referred to Appropriations on 06/11/2013. From Appropriations: To Second Reading without further hearing on 06/24/2013. From Senate: Passed (30-6), to Assembly for concurrence on 08/22/2013. From Assembly: To Inactive File on 09/11/2013.

SCAG California Legislative Matrix

May 2014

INFRASTRUCTURE FINANCING

AB 243

Author
Dickinson
Location
Assembly
Next Hearing
Inactive File
Positions

Party
D

Local Government: Infrastructure Financing Districts

Bill Summary

Authorizes the creation of an infrastructure and revitalization financing district and the issuance of debt with voter approval. Authorizes a district to finance projects in redevelopment project areas and former redevelopment project areas and former military bases if special conditions are met. Authorizes a district to fund various projects, including watershed land used for the collection and treatment of water for urban uses, flood management, open space, habitat restoration and development purposes.

Status: Passed Both Houses

Recent Activity

From Appropriations: Do pass (12-5) on 05/01/2013. From Assembly: Passed (44-29) to Senate on 05/09/2013. To Senate Committee on Governance & Finance on 05/23/2013. Author's amendments, re-referred to Governance & Finance on 06/05/2013. From Governance & Finance: Do pass (4-2) to Appropriations on 06/12/2013. From Appropriations: To Second Reading without further hearing on 07/01/2013. Amended on 08/19/2013. From Senate: Passed (22-13), to Assembly for concurrence. From Assembly: To Inactive File on 09/11/2013.

ECONOMIC DEVELOPMENT

AB 337

Author
Allen
Location
Senate: BPED
Next Hearing

Positions

Party
R

Economic Development: International Trade: Investments

Bill Summary

Relates to economic development, international trade, investments and strategies for trade and investments. Requires a strategy to be based on current and emerging market conditions and the needs of investors, businesses, and workers to be competitive in global markets.

Status: Passed to SENATE

Recent Activity

From Jobs, Economic Development & The Economy: Do pass (8-0) to Appropriations on 01/07/2014. From Appropriations: Do pass (16-0) on 01/23/2014. From Assembly: Passed (76-1) to Senate on 01/27/2014. To Senate Committee on Business, Professions & Economic Development on 02/06/2014.

PLANNING

AB 453

Author
Mullin
Location
Senate: A
Next Hearing
Held In Committee
Positions

Party
D

Sustainable Communities

Bill Summary

Amends existing law relating to the award of grants and loans to a council of governments, metropolitan planning organizations, regional transportation planning agencies, and city, county, or joint powers authorities to implement a plan to support sustainable communities development. Makes a local agency formation commission eligible for financial assistance. Requires a certain regional transportation plan to include the effect development may have on meeting greenhouse gas emissions reduction targets.

Status: Passed to SENATE

Recent Activity

From Appropriations: To Suspense File on 04/17/2013. From Appropriations: Do pass (16-0) on 05/24/2013. From Assembly: Passed (65-11) to Senate on 05/30/2013. To Senate Committee on Natural Resources & Water on 06/13/2013. From Natural Resources & Water: Do pass (9-0) to Appropriations on 06/25/2013. Amended, re-referred to Appropriations on 07/03/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

ENVIRONMENT: JUDICIAL REVIEW

AB 515

Author
Dickinson
Location
Senate: EQ, J
Next Hearing

Positions

Party
D

State Environmental Quality Act: Writ of Mandate

Bill Summary

Amends the State Environmental Quality Act that requires a court, if it finds that a public agency has violated the requirements of the Act, to issue an order, in the form of a peremptory writ of mandate. Requires the writ to specify the time by which the public agency is to make an initial return of the writ containing specified information. Requires the court to issue a determination indicating whether actions specified in the initial return and subsequent returns are adequate to comply with the writ.

Status: Passed to SENATE

Recent Activity

From Judiciary: Do pass (9-0) to Appropriations on 01/14/2014. From Appropriations: Do pass (15-0) on 01/23/2014. From Assembly: Passed (64-4) to Senate on 01/27/2014. To Senate Committees on Environmental Quality and Judiciary on 02/06/2014. Author's amendments, re-referred to Environmental Quality on 03/17/2014.

SCAG California Legislative Matrix

May 2014

PLANNING

Land Use: Development Project Review: Superstores

Status: Passed to SENATE

AB 667

Author
Hernandez, R.
Location
Senate: G&F
Next Hearing

Party
D

Bill Summary

Requires a city, county, or city and county, including a charter city, prior to approval or disapproval of a proposed development project to permit the construction of a superstore retailer, or where a superstore would be the recipient of a specified amount of financial assistance to cause an economic impact report to be prepared, to be paid for by the project applicant, to assess the effect such superstore will have on economic assistance areas, retail operations and employment in the same market area.

Recent Activity

From Appropriations: Do pass (11-5) on 05/24/2013. From Assembly: Passed (41-31) to Senate on 05/28/2013. To Senate Committee on Governance & Finance on 06/06/2013. From Governance & Finance: Failed passage (3-2), reconsideration granted on 06/26/2013. From Governance & Finance: Not heard in Committee on 07/03/2013.

Positions

CA League: Oppose

INTERNATIONAL RELATIONS

State Government: International Relations

Status: Passed to SENATE

AB 690

Author
Campos
Location
Senate: BPED, A
Next Hearing

Party
D

Bill Summary

Existing law requires the California-Mexico Border Relations Council to, among other things, coordinate activities of state agencies that are related to cross-border programs, initiatives, projects, and partnerships that exist within state government. Existing law also authorizes the Office of California-Mexico Affairs to develop better relations with Mexico by coordinating with state agencies to foster economic cooperation. This bill would repeal, and recast those provisions relating to the California-Mexico Border Relations Council. This bill would repeal and recast those provisions relating to the Office of California-Mexico Affairs.

Recent Activity

From Jobs, Economic Development & the Economy: Do pass (9-0) on 01/15/2014. From Assembly: Passed (78-0) to Senate on 01/29/2014. To Senate Committees on Business, Professions & Economic Development and Appropriations on 02/06/2014.

Positions

CA League: Watch

PLANNING

Infrastructure: State Planning and Funding

Status: Passed to SENATE

AB 716

Author
Quirk-Silva
Location
Senate: A
Next Hearing
Held in Committee
Positions

Party
D

Bill Summary

Amends the Infrastructure Planning Act. Requires the plan to set out priorities for coordination of investment and to include an analysis of investment coordination opportunities for capital outlay related to infill and transit-oriented development. Expands the definition of infrastructure to include housing. Requires the Governor to submit the plan with the assistance of the Strategic Growth Council. Requires specified planning.

Recent Activity

Introduced on 02/21/2013. To Assembly Committees on Housing & Community Development and Budget on 03/04/2013. Author's amendments, re-referred to Housing & Community Development on 04/02/2013. From Housing & Community Development: Do pass (5-2) to Budget on 04/17/2013. From Budget: Not heard on 05/02/2013. From Budget: Do pass (16-9) on 05/09/2013. From Assembly: Passed (51-20) to Senate on 05/16/2013. To Senate Committees on Governmental Organization and Natural Resources & Water on 05/30/2013. From Governmental Organization: Do pass (7-4) to Natural Resources & Water on 06/11/2013. Author's amendments, re-referred to Natural Resources & Water on 06/18/2013. From Natural Resources & Water: Do pass (7-2) to Appropriations on 06/25/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.

SCAG California Legislative Matrix

May 2014

<p>ECONOMIC DEVELOPMENT</p> <p>AB 1080</p> <p>Author Alejo</p> <p>Location Senate: A</p> <p>Next Hearing Held in Committee</p> <p>Positions SCAG: Support CA League: Support CSAC: Watch</p>	<p>Community Revitalization & Investment Authorities</p> <p>Bill Summary Authorizes certain public entities of a community revitalization and investment area to form a community revitalization plan within a community revitalization and investment authority to carry out the Community Redevelopment Law in a specified manner. Requires the authority to adopt a community revitalization plan for a community revitalization and investment area and authorizes the authority to include in that plan a provision for the receipt of tax increment funds.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Appropriations: Do pass (12-5) on 05/15/2013. From Assembly: Passed (54-16) to Senate on 05/24/2013. To Senate Committees on Governance & Finance and Transportation & Housing on 06/06/2013. From Governance & Finance: Do pass (4-1) to Transportation & Housing on 06/19/2013. Author's amendments, re-referred to Transportation & Housing on 07/02/2013. From Transportation & Housing: Do pass (8-2) to Appropriations on 07/09/2013. Amended, re-referred to Appropriations on 08/12/2013. Author's amendments, re-referred to Appropriations on 08/20/2013. From Appropriations: To Suspense File on 08/26/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
<p>ECONOMIC DEVELOPMENT</p> <p>AB 1081</p> <p>Author Medina</p> <p>Location Senate: A</p> <p>Next Hearing Held in Committee</p> <p>Positions</p>	<p>Economic Development: Goods-Movement Infrastructure</p> <p>Bill Summary Amends existing law that requires the Governor to submit to the Legislature a proposed infrastructure plan containing certain information concerning infrastructure needed by specified entities and a proposal for funding the needed infrastructure. Requires the plan to include additional information related to infrastructure identified by state and federal transportation authorities, recommendations for private sector financing, and strategies to address state goods movement needs.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Appropriations: To Suspense File on 05/15/2013. From Appropriations: Do pass (17-0) on 05/24/2013. From Assembly: Passed (78-0) to Senate on 05/30/2013. To Senate Committee on Transportation & Housing on 06/13/2013. From Transportation & Housing: Do pass (11-0) to Appropriations on 07/02/2013. Amended, re-referred to Appropriations on 07/09/2013. Author's amendments, re-referred to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/12/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
<p>AIR QUALITY</p> <p>AB 1102</p> <p>Author Allen</p> <p>Location Senate: EQ, NRW</p> <p>Next Hearing</p> <p>Positions</p>	<p>Beach Burning: Permit: South Coast Air Quality District</p> <p>Bill Summary Makes inoperative an open burning rule that restricts the use or location of a beach fire ring adopted by the South Coast Air Quality Management District until a public agency with jurisdiction over the area obtains and implements an approved coastal development permit. Subjects the removing or restricting of such ring to the State Coastal Act. Requires the application for a permit to include specified information.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Natural Resources: Do pass (7-0) to Appropriations on 01/13/2014. From Appropriations: Do pass (16-0) on 01/23/2014. From Assembly: Passed (68-0) to Senate on 01/27/2014. To Senate Committees on Environmental Quality and Natural Resources & Water on 02/07/2014.</p>
<p>GOVERNMENT</p> <p>AB 1179</p> <p>Author Bocanegra</p> <p>Location Senate: NRW</p> <p>Next Hearing</p> <p>Positions</p>	<p>Strategic Growth Council</p> <p>Bill Summary Amends existing law that creates the Strategic Growth Council with specified duties relating to the coordination of actions of State agencies relative to improvement of air and water quality, natural resource protection, transportation, and various other matters. Adds the Superintendent of Public Instruction or his or her designee to the Council.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity From Local Government: Do pass (7-2) to Appropriations on 01/15/2014. From Appropriations: Do pass (12-4) on 01/23/2014. From Assembly: Passed (58-18) to Senate on 01/27/2014. To Senate Committee on Natural Resources & Water on 02/06/2014.</p>

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TRANSPORTATION		Safe Routes to School Program	Status: Passed to SENATE
AB 1194		Bill Summary Requires a specified percent of Safe Routes to School Program to be used for noninfrastructure activities to encourage walking and bicycling to school. Authorizes the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the State Transportation Commission.	Recent Activity From Appropriations: To Suspense File on 05/01/2013. From Appropriations: Do pass (13-0) on 05/24/2013. From Assembly: Passed (76-2) to Senate on 05/30/2013. To Senate Committee on Transportation & Housing on 06/13/2013.
Author Ammiano	Party D		
Location Senate: T&H			
Next Hearing			
Positions			
WATER BOND		Climate Change Response for Clean and Safe Water	Status: Pending
AB 1331		Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Clean and Safe Drinking Water Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$8,000,000,000 pursuant to the State General Obligation Bond Law to finance a clean and safe drinking water program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.	Recent Activity From Assembly: Passed (60-0) to Senate on 05/29/2013. To Senate Committees on Natural Resources & Water and Environmental Quality on 06/13/2013. Author's amendments, re-referred to Natural Resources & Water on 08/26/2013. Author's amendments, re-referred to Natural Resources & Water on 09/11/2013. Author's amendments, re-referred to Natural Resources & Water on 01/07/2014. Author's amendments, re-referred to Natural Resources & Water on 03/05/2014. Author's amendments, re-referred to Natural Resources & Water on 03/18/2014. From Natural Resources & Water: Do pass (7-2) to Environmental Quality on 03/25/2014. From Environmental Quality: Do pass (5-2) to Rules on 05/07/2014.
Author Rendon	Party D		
Location Senate: R			
Next Hearing			
Positions			
WATER BOND		Water Infrastructure Act of 2014	Status: Pending
AB 1445		Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the California Water Infrastructure Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$5,800,000,000 pursuant to the State General Obligation Bond Law to finance public benefits associated with water storage and water quality improvement projects. This bill would provide for the submission of this bond act to the voters at the November 4, 2014, statewide general election.	Recent Activity Introduced on 01/06/2014. To Assembly Committee on Water, Parks & Wildlife on 02/14/2014. Author's amendments, re-referred to Water, Parks & Wildlife on 02/14/2014.
Author Logue	Party R		
Location Assembly: WPW			
Next Hearing			
Positions			
TRANSPORTATION: BUS WEIGHT		Vehicles: Bus Gross Weight	Status: Passed to SENATE
AB 1720		Bill Summary Relates to existing law that prohibits a publicly owned or operated transit system from procuring a transit bus whose weight on any single axis exceeds 20,500 pounds. Extends the provision that exempts from this prohibition a transit system that is procuring a new bus that is of the same or lesser weight than the bus it is replacing, or if it is incorporating a new fleet class into its inventory.	Recent Activity Introduced on 02/13/2014. To Assembly Committee on Transportation on 02/27/2014. From Transportation: Do pass (15-0) on 04/28/2014. From Assembly: Passed (71-0) to Senate on 05/08/2014. Awaiting committee assignment.
Author Bloom	Party D		
Location Senate			
Next Hearing			
Positions OCTA: Support SANBAG: Support VCTC: Support			

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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<p>TRANSPORTATION</p> <p>AB 1721</p> <p>Author Linder</p> <p>Location Senate</p> <p>Next Hearing</p> <p>Positions RTC: Sponsor</p>	<p>Vehicles: High-Occupancy Vehicle Lanes</p> <p>Bill Summary Amends existing law that exempts a vehicle, eligible under these provisions to use high occupancy vehicle lanes, from toll charges imposed on single-occupant vehicles in designated high-occupancy toll lanes unless prohibited by federal law. Grants a vehicle, eligible under these provisions to use HOV lanes, a toll-free or reduced-rate passage in HOT lanes.</p>	<p>Status: Passed to SENATE</p> <p>Recent Activity Introduced on 02/13/2014. To Assembly Committee on Transportation on 02/27/2014. From Transportation: Do pass (15-0) on 04/21/2014. From Assembly: Passed (72-2) to Senate on 05/01/2014. Awaiting committee assignment.</p>
<p>ENTERTAINMENT TAX CREDIT</p> <p>AB 1839</p> <p>Author Gatto/Bocanegra</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Taxation: Credits: Qualified Motion Pictures</p> <p>Bill Summary Extends the program for five additional years. This bill would, as compared to the existing tax credits, extend the scope of the credits for a qualified motion picture to the applicable percentage of qualified expenditures up to \$100,000,000, would extend the credit to qualified expenditures for television pilot episodes and qualified expenditures relating to music scoring and music editing, and would determine an applicable percentage of 25% or 20% for qualified expenditures for television series relocating to California based on the number of years the series has received the credit since relocation to California and where in California photography occurs. This bill would limit the aggregate amount of these new credits to be allocated in each fiscal year to an unspecified amount, and would also set aside specific credit allocation amounts for each fiscal year for independent films and for television series that relocate to California.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/18/2014. To Assembly Committees on Arts, Entertainment, Sports, Tourism & Internet Media and Revenue & Taxation on 02/27/2014. Author's amendments, re-referred to Arts, Entertainment, Sports, Tourism & Internet Media on 03/19/2014. From Arts, Entertainment, Sports, Tourism & Internet Media: Do pass (7-0) to Revenue & Taxation on 03/25/2014. From Revenue & Taxation: Do pass (8-0) to Appropriations on 05/13/2014.</p>
<p>ENVIRONMENT</p> <p>AB 1970</p> <p>Author Gordon</p> <p>Location Assembly: A</p> <p>Next Hearing To Suspense File</p> <p>Positions</p>	<p>Global Warming Solutions Act: Community Investment</p> <p>Bill Summary Creates the Community Investment and Innovation Program and requires moneys to be available from the Greenhouse Gas Reduction Fund for purposes of awarding grants and other financial assistance to eligible applicants who submit plans to develop and implement integrated community-level greenhouse gas emissions reductions in their region. Requires the Strategic Growth Council to administer the program.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/19/2014. To Assembly Committees on Natural Resources and Local Government on 03/03/2014. From Natural Resources: Do pass (6-1) to Local Government on 04/07/2014. From Local Government: Do pass (8-0) to Appropriations on 04/23/2014. From Appropriations: To Suspense File on 05/07/2014.</p>
<p>GOODS MOVEMENT</p> <p>AB 2008</p> <p>Author Quirk</p> <p>Location Assembly</p> <p>Next Hearing Third Reading File</p> <p>Positions</p>	<p>Transit Village Plans: Goods Movement</p> <p>Bill Summary Amends existing law that authorizes a city or county to prepare a transit village plan for a transit village development district that addresses specified characteristics including demonstrable public benefits. Requires the plan to address demonstrable public benefits beyond the increase in transit usage including a number of specified benefits. Adds as a benefit the minimization of the impact of goods movement on air quality, traffic, and public safety through dedicated loading and unloading facilities.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/20/2014. To Assembly Committee on Natural Resources on 03/28/2014. Author's amendments, re-referred to Natural Resources on 03/28/2014. From Natural Resources: Do pass (5-0) to Appropriations on 04/28/2014. Amended and re-referred to Appropriations on 05/07/2014. Withdrawn from Appropriations on 05/12/2014. To Second Reading on 05/12/2014. To Third Reading on 05/13/2014.</p>

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<p>WATER BOND</p> <p>AB 2043</p> <p>Author Bigelow</p> <p>Location Assembly: A</p> <p>Next Hearing</p> <p>Positions</p>	<p>Safe Clean and Reliable Drinking Water Supply Act</p> <p>Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Safe, Clean, and Reliable Drinking Water Supply Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$7,935,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/20/2014. To Assembly Committee on Water, Parks & Wildlife on 03/06/2014. From Water, Parks & Wildlife: Do pass (11-0) to Appropriations on 04/29/2014.</p>
<p>TRANSPORTATION: LICENSE PLATES</p> <p>AB 2197</p> <p>Author Mullin</p> <p>Location Assembly: A</p> <p>Next Hearing To Suspense File</p> <p>Positions OCTA: Support RCTC: Support</p>	<p>Vehicles: Temporary License Plates</p> <p>Bill Summary Requires the Department of Motor Vehicles to contract with a private industry partner for the development of a temporary license plate system to enable vehicle dealers and lessor-retailers to print temporary license plates on weatherproof paper or other media selected by the Department. Requires that the system be in operation by July 1, 2016.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/20/2014. To Assembly Committee on Transportation on 03/06/2014. Author's amendments, re-referred to Transportation on 04/10/2014. From Transportation: Do pass (10-1) to Appropriations on 04/21/2014. From Appropriations: To Suspense File on 05/07/2014.</p>
<p>PUBLIC CONTRACTS</p> <p>AB 2471</p> <p>Author Frazier</p> <p>Location Assembly: A</p> <p>Next Hearing To Suspense File</p> <p>Positions</p>	<p>Public Contracts: Change Orders</p> <p>Bill Summary Requires a public entity, when authorized to order changes or additions in the work in a public works contract awarded to the lowest bidder, to issue a change order promptly. Requires if this requirement is not met, the public entity to be liable to the original contractor for the work that has already been performed. Authorizes the submission of a change order for extra work performed by a subcontractor. Authorizes the subcontractor to request that submission. Requires subcontractor notification.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committee on Accountability & Administrative Review on 03/13/2014. Author's amendments, re-referred to Accountability & Administrative Review on 04/07/2014. Author's amendments, re-referred to Accountability & Administrative Review on 04/24/2014. From Accountability & Administrative Review: Do pass (13-0) to Appropriations on 04/30/2014. From Appropriations: To Suspense File on 05/14/2014.</p>
<p>GOODS MOVEMENT</p> <p>AB 2541</p> <p>Author Hall</p> <p>Location Assembly: T</p> <p>Next Hearing</p> <p>Positions</p>	<p>Alameda Corridor Transportation Authority</p> <p>Bill Summary Requires the Alameda Corridor Transportation Authority to adopt a tariff under which a use fee for movement of cargo on the Alameda Corridor rail system is imposed on any person, company, or other entity that is named as the shipper or consignee on an ocean carrier bill of lading for export or import cargo or various other persons or entities. Requires authorities to contract with a collection agency to collect the fee. Provides for liens on cargo. Requires railroad operators to provide certain information.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committee on Transportation on 03/28/2014. Author's amendments, re-referred to Transportation on 03/28/2014.</p>

SCAG California Legislative Matrix

May 2014

TRANSPORTATION		Metro Gold Line Foothill Extension Authority	Status: Pending
AB 2574		Bill Summary Amends existing law that creates the Metro Gold Line Foothill Extension Construction Authority for purposes of the development of a light rail project from the City of Los Angeles to the cities of Pasadena and Montclair to provide the extension is to the City of Ontario, instead of the City of Montclair. Grants the Los Angeles County Metropolitan Transportation Authority the authority to operate the portion of the light rail project that extends the project to the LA/Ontario International Airport.	Recent Activity Introduced on 02/21/2014. To Assembly Committee on Labor & Employment on 03/13/2014. Author's amendments, re-referred to Labor & Employment on 03/17/2014. Re-referred to Rules on 03/20/2014. Re-referred to Transportation and Local Government on 04/07/2014. From Transportation: Not heard in Committee on 04/21/2014. From Transportation: Not heard in Committee on 04/28/2014.
Author Rodriguez	Party D		
Location Assembly: T, LG			
Next Hearing			
Positions SANBAG: Oppose			
TRANSPORTATION FINANCE		Transportation Finance	Status: Pending
AB 2653		Bill Summary This bill would delete the provisions allocating revenues derived from the increased motor vehicle fuel excise tax to State Highway Account reimbursement, the State Transportation Improvement Program, and the State Highway Operations and Protection Program. The bill would instead provide for the Controller to apportion all of these revenues to cities and counties for local streets and roads pursuant to a specified formula, thereby making an appropriation. This bill would delete the transfer of these revenues to the Transportation Debt Service Fund, and would instead provide for appropriation in the annual Budget Act of 44% of these revenues to the State Transportation Improvement Program, 12% to the State Highway Operations and Protection Program, and 44% to city and county streets and roads pursuant to a specified formula.	Recent Activity Introduced on 02/21/2014. To Assembly Committee on Budget on 03/28/2014. Author's amendments, re-referred to Budget on 03/28/2014.
Author Linder	Party R		
Location Assembly: B			
Next Hearing			
Positions			
WATER BOND		Clean, Safe, and Reliable Water Supply Act of 2014	Status: Pending
AB 2686		Bill Summary Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Clean, Safe, and Reliable Water Supply Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance a clean, safe, and reliable water supply program. This bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.	Recent Activity Introduced on 02/21/2014. To Assembly Committee on Water, Parks & Wildlife on 03/17/2014. Author's amendments, re-referred to Water, Parks & Wildlife on 03/25/2014. Author's amendments, re-referred to Water, Parks & Wildlife on 04/22/2014. From Water, Parks & Wildlife: Do pass (10-1) to Appropriations on 04/29/2014.
Author Perea	Party D		
Location Assembly: A			
Next Hearing			
Positions			
TRIPLE BIKE RACKS		Vehicle: Buses: Bicycle Transportation Devices	Status: Passed to SENATE
AB 2707		Bill Summary Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation a bus, except a schoolbus, operated by a public agency or a passenger stage corporation, as defined, used in transit system service if the bus is equipped with a folding device attached to the front of the bus that is designed and used exclusively for transporting bicycles, that device does not materially affect efficiency or visibility of vehicle safety equipment, and the length of the bus, exclusive of that device, does not exceed 40 feet in length. In addition, existing law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches.	Recent Activity Introduced on 02/21/2014. To Assembly Committee on Transportation on 03/10/2014. Author's amendments, re-referred to Transportation on 03/11/2014. Author's amendments, re-referred to Transportation on 04/03/2014. Author's amendments, re-referred to Transportation on 04/21/2014. From Transportation: Do pass (15-0) on 04/28/2014. From Assembly: Passed (74-0) to Senate on 05/01/2014. Awaiting committee assignment.
Author Chau	Party D		
Location Senate			
Next Hearing			
Positions			

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

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May 2014

<p>ENVIRONMENT</p> <p>AB 2712</p> <p>Author Daly</p> <p>Location Assembly</p> <p>Next Hearing Consent Calendar</p> <p>Positions OCBC: Support</p>	<p>Hazardous Materials: Orange County Water District</p> <p>Bill Summary This bill would require the Orange County Water District, in order to obtain, by legal action or proceeding, the recovery of the costs of cleaning up or containing contamination, abating the effects of the contamination or pollution, or taking other emergency, removal, or remedial action described above, to provide notice of the action to a regional water quality control board and the Department of Toxic Substances Control, to meet and confer with agencies and any responsible party, and to comply with the requirements for consistency with the National Contingency Plan, as prescribed. The bill would state the intent of the Legislature that the district adopt a policy to address the process for groundwater remediation projects and that the district enter into a memorandum of understanding between it, the Department of Toxic Substances Control, the California Regional Water Quality Control Board, Santa Ana region, and the Orange County Health Care Agency to establish a process of review of the district's proposed groundwater remediation projects.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committees on Environmental Safety & Toxic Materials and Local Government on 03/17/2014. From Environmental Safety & Toxic Materials: Not heard in Committee on 04/08/2014. Author's amendments, re-referred to Environmental Safety & Toxic Materials on 03/23/2014. From Environmental Safety & Toxic Materials: Do pass (6-0) to Local Government on 04/29/2014. From Local Government: Do pass (9-0) to Appropriations on 04/30/2014. From Appropriations: Do pass (17-0), to Consent Calendar on 05/14/2014.</p>
<p>TRANSPORTATION</p> <p>AB 2728</p> <p>Author Perea</p> <p>Location Assembly: A</p> <p>Next Hearing To Suspense File</p> <p>Positions VCTC: Support</p>	<p>Vehicle Weight Fees: Transportation Bond Debt Service</p> <p>Bill Summary Prohibits weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund or the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds. Prohibits loans of the weight fee revenues to the General Fund.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/21/2014. To Assembly Committee on Accountability & Administrative Review on 03/17/2014. Author's amendments, re-referred to Accountability & Administrative Review on 03/27/2014. Re-referred to Rules on 04/03/2014. Re-referred to Transportation on 04/07/2014. From Transportation: Do pass (15-0) to Appropriations on 04/21/2014. From Appropriations: To Suspense File on 05/07/2014.</p>
<p>ECONOMIC DEVELOPMENT</p> <p>SB 1</p> <p>Author Steinberg</p> <p>Location Senate</p> <p>Next Hearing Inactive File</p> <p>Positions SCAG: Support</p>	<p>Sustainable Communities Investment Authority</p> <p>Bill Summary Authorizes certain public entities of a Sustainable Communities Investment Area to form a Sustainable Communities Investment Authority to carry out the Community Redevelopment Law. Provides for tax increment funding receipt under certain economic development and planning criteria. Establishes prequalification requirements for receipt of funding. Requires monitoring and enforcement of prevailing wage requirements within the area. Excludes certain types of farmland.</p>	<p>Status: Passed Both Houses</p> <p>Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: Passed (27-11) to Assembly on 05/28/2013. To Assembly Committees on Housing & Community Development and Local Government on 06/14/2013. From Housing & Community Development: Do pass (5-2) to Local Government on 07/03/2013. Author's amendments, re-referred to Local Government on 08/05/2013. From Local Government: Do pass (6-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (12-5) on 08/30/2013. From Assembly: Passed (48-28), to Senate for concurrence on 09/09/2013. From Senate: To Inactive File on 09/12/2013.</p>

SCAG California Legislative Matrix

May 2014

ENVIRONMENT

Alternative Fuel: Vehicle Technologies: Funding

Status: Passed to ASSEMBLY

SB 11

Author
Pavley
Location
Assembly: T
Next Hearing

Party
D

Bill Summary

Relates to compensation for the retirement of certain high polluting vehicles. Requires an update to guidelines for an enhanced fleet modernization program to include specified elements. Establishes compensation for replacement vehicles. Extends smog abatement fees in amounts required to make deposits into the Alternative and Renewable Fuel and Vehicle Technology Fund, the Air Quality Improvement Fund, and a specified Subaccount. Relates to grants for air emission pollutant reduction projects. Extends the Carl Moyer Program, and a vehicle registration charge to fund the Carl Moyer Program, to January 1, 2024.

Positions

Metro: Support
Metrolink: Support in Concept

Recent Activity

From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (6-1) on 05/23/2013. From Senate: Passed (32-5) to Assembly on 05/29/2013. To Assembly Committees on Transportation and Natural Resources on 06/14/2013. From Transportation: Do pass (10-3) to Natural Resources on 07/01/2013. Author's amendments, re-referred to Natural Resources on 08/06/2013. From Natural Resources: Do pass (6-2) to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (12-4) on 08/30/2013. Re-referred to Transportation on 09/09/2013. From Transportation: Not heard in Committee on 09/11/2013.

INFRASTRUCTURE FINANCING

Infrastructure Financing Districts: Voter Approval

Status: Passed to ASSEMBLY

SB 33

Author
Wolk
Location
Assembly
Next Hearing
Inactive File
Positions
CA League: Support

Party
D

Bill Summary

Revises provisions governing infrastructure financing districts. Eliminates the requirement of voter approval for creation of the district and for bond issuance, and authorizes the legislative body to create the district subject to specified procedures. Authorizes the creation of such district subject to specified procedures. Authorizes a district to finance specified actions and project. Prohibits financing until a certain requirement is met. Prohibits assistance to a vehicle dealer or big box retailer.

Recent Activity

From Appropriations: To Second Reading without further hearing on 04/08/2013. To Third Reading on 04/09/2013. From Senate: Passed (24-13) to Assembly on 04/11/2013. To Assembly Committee on Local Government on 05/16/2013. From Local Government: Do pass (5-2) to Appropriations on 06/12/2013. From Appropriations: Do pass (11-5) on 07/03/2013. Amended, to Third Reading on 08/26/2013. From Assembly: To Inactive File on 09/11/2013.

CAP & TRADE

Global Warming Solutions: Clean Technology Investment

Status: Passed to ASSEMBLY

SB 64

Author
Corbett
Location
Assembly: NR
Next Hearing

Party
D

Bill Summary

Creates the Clean Technology Investment Account within the Greenhouse Gas Reduction Fund. Requires appropriations of moneys in the fund or other funds to the account in the Budget Act. Makes such funds available for grants to nonprofit public benefit corporations and regional technology alliances to design and implement program that accelerate the development, demonstration, and deployment of technologies that would reduce greenhouse gas emissions and foster job creation in the state.

Recent Activity

From Appropriations: Not heard in committee on 05/06/2013. From Appropriations: To Suspense File on 05/13/2013. From Appropriations: Do pass (5-0) on 05/23/2013. From Senate: Passed (30-7) to Assembly on 05/29/2013. To Assembly Committees on Natural Resources and Utilities & Commerce on 06/14/2013. Author's amendments, re-referred to Natural Resources on 06/14/2013. Re-referred to Rules on 06/20/2013. Re-referred to Natural Resources on 06/24/2013. From Natural Resources: Hearing canceled at the request of the author on 08/12/2013.

VEHICLE LICENSE FEE

Property Tax Revenue: Vehicle License Fee

Status: Passed to ASSEMBLY

SB 69

Author
Roth
Location
Assembly: R
Next Hearing

Party
D

Bill Summary

This bill would modify property tax reduction and transfer provisions, for the 2014-15 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation.

Recent Activity

From Senate: Passed (30-6) to Assembly on 05/30/2013. To Assembly Committee on Rules on 09/11/2013. Author's amendments, re-referred to Rules on 09/12/2013. Author's amendments, re-referred to Rules on 04/21/2014. Author's amendments, re-referred to Rules on 05/06/2014.

SCAG California Legislative Matrix

May 2014

ECONOMIC DEVELOPMENT

SB 133

Author
DeSaulnier
Location
Senate
Next Hearing
Inactive File
Positions

Party
D

Redevelopment

Bill Summary

Amends the Community Redevelopment Law. Requires a redevelopment agency to include additional information relating to any major audit violations, any corrections of those violations, and planning and general administrative expenses of the Low and Moderate Income Housing Fund. Authorizes quality control reviews by the Controller and the publishing of those reviews. Requires audits of such agencies to ensure compliance with the law. Relates to funding for housing construction and/or rehabilitation.

Status: Passed Both Houses

Recent Activity

From Transportation & Housing: Do pass (11-0) to Consent Calendar on 04/02/2013. From Senate: Passed (38-0) to Assembly on 04/08/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 05/09/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 06/10/2013. Re-referred to Rules on 06/14/2013. Re-referred to Housing & Community Development and Local Government on 06/17/2013. From Housing & Community Development: Do pass (5-2) to Local Government on 07/03/2013. Author's amendments, re-referred to Local Government on 08/06/2013. From Local Government: Do pass (9-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (17-0) on 08/30/2013. From Assembly: Passed (77-0), to Senate for concurrence on 09/04/2013. From Senate: To Inactive File on 09/10/2013.

ENVIRONMENT

SB 389

Author
Wright
Location
Senate
Next Hearing

Positions

Party
D

Electric Generating Facilities: Emissions Offsets

Bill Summary

Prohibits South Coast Air Quality Management District from charging a fee for the transfer of an emissions offset from the district's internal emissions offset account to offset any emissions increase from the replacement of electric utility steam boilers at electric generating facilities.

Status: Pending

Recent Activity

Introduced on 02/20/2013. To Senate Committee on Environmental Quality on 02/28/2013. From Environmental Quality: Failed passage (4-4), reconsideration granted on 04/17/2013. From Environmental Quality: Failed passage (4-5) on 05/01/2013. Returned to Secretary of the Senate on 05/09/2013.

AFFORDABLE HOUSING

SB 391

Author
DeSaulnier
Location
Assembly
Next Hearing
Suspense File
Positions
CA League: Support

Party
D

State Homes and Jobs Act of 2013

Bill Summary

Enacts the California Homes and Jobs Act of 2013. Imposes a fee to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded. Requires that revenues sent quarterly to the Department of Housing and Community Development for deposit in a related fund. Provides that fund moneys expended for supporting affordable housing, administering housing programs and the cost of periodic audits. Requires prevailing wage monitoring and enforcement.

Status: Passed to ASSEMBLY

Recent Activity

From Appropriations: Not heard on 05/06/2013. Author's amendments, re-referred to Appropriations on 05/07/2013. From Appropriations: To Suspense File on 05/13/2013. Author's amendments, re-referred to Appropriations on 05/20/2013. From Appropriations: Do pass (5-2) on 05/23/2013. From Senate: Passed (27-12) to Assembly on 05/29/2013. To Assembly Committees on Housing & Community Development and Labor & Employment on 06/14/2013. Author's amendments, re-referred to Housing & Community Development on 08/08/2013. From Housing & Community Development: Do pass (4-2) to Labor & Employment on 08/12/2013. From Labor & Employment: Do pass (5-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/30/2013.

SCAG California Legislative Matrix

May 2014

<p>ECONOMIC DEVELOPMENT</p> <p>SB 511</p> <p>Author Lieu</p> <p>Location Assembly: JEDE</p> <p>Next Hearing</p> <p>Positions SCAG: Sponsored</p>	<p>Trade Promotion of State Ports</p> <p>Bill Summary This bill requires GO-Biz to convene a statewide business partnership that advises GO-Biz on port trade promotion, on or before February 1, 2015; and requires the partnership to include, but not be limited to, representatives from (1) ports of entry; (2) ocean carriers; (3) marine terminal operators; (4) warehouse operators; (5) railroads; (6) trucking companies; (7) labor representatives; (8) foreign trade zones; (9) environmental group representatives; and (10) shippers, including agricultural exporters, manufacturers, postconsumer secondary material handlers, and retailers.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Senate Committee on Business, Professions & Economic Development: Do pass (9-0) to Appropriations on 01/13/2014. From Appropriations: To second reading without further hearing on 01/21/2014. From Senate: Passed (31-0) to Assembly on 01/23/2014. To Assembly Committee on Jobs, Economic Development & the Economy on 04/24/2014.</p>
<p>ECONOMIC DEVELOPMENT</p> <p>SB 592</p> <p>Author Price</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions</p>	<p>Trade Promotion of California Ports</p> <p>Bill Summary Requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature a strategy for promoting trade for State airports, land ports, and seaports that, at a minimum includes specified information, objectives, goals and recommendations. Requires that the strategy be submitted to various legislative entities. Requires convening a statewide business partnership for promotion of trade for State ports and to explore greater utilization of State ports.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Appropriations: To Suspense File on 04/15/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (38-0) to Assembly on 05/28/2013. To Assembly Committee on Jobs, Economic Development & The Economy on 06/17/2013. Author's amendments, re-referred to Jobs, Economic Development & The Economy on 06/25/2013. From Jobs, Economic Development & The Economy: Do pass (8-0) to Appropriations on 08/12/2013. Amended, re-referred to Appropriations on 08/13/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
<p>CAP & TRADE</p> <p>SB 605</p> <p>Author Lara</p> <p>Location Assembly: A</p> <p>Next Hearing Held in Committee</p> <p>Positions CA League: Watch</p>	<p>California Global Warming Solutions Act: Scoping Plan</p> <p>Bill Summary Requires the Controller to determine the amount of moneys collected and deposited in the Greenhouse Reduction Fund by the State Air Resources Board. Appropriates moneys from the fund for projects and programs in disadvantaged communities. Authorizes expenditures for administrative purposes. Requires the Board, when updating a greenhouse gas emissions reduction scoping plan, to include specified criteria, and to submit that criteria to the Joint Legislative Budget Committee.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity From Senate: Passed (27-11) to Assembly on 05/29/2013. To Assembly Committee on Natural Resources on 06/14/2013. Author's amendments, re-referred to Natural Resources on 06/18/2013. Author's amendments, re-referred to Natural Resources on 07/03/2013. From Natural Resources: Do pass (6-3) to Appropriations on 08/12/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Held in Committee on 08/30/2013.</p>
<p>INFRASTRUCTURE FINANCING</p> <p>SB 628</p> <p>Author Beall</p> <p>Location Senate</p> <p>Next Hearing</p> <p>Positions</p>	<p>Infrastructure Financing: Transit Priority Projects</p> <p>Bill Summary Eliminates the requirement of voter approval for the adoption of an infrastructure financing plan, the creation of an infrastructure financing district, and the issuance of bonds with respect to a transit priority project. Requires a specified percentage of the revenue for increasing, improving, and preserving the supply of lower and moderate-income housing. Requires a low-income housing replacement ordinance.</p>	<p>Status: Withdrawn From Enrollment</p> <p>Recent Activity From Transportation & Housing: Do pass (7-3) on 05/07/2013. Amended on 05/14/2013. From Senate: Passed (24-11) to Assembly on 05/20/2013. To Assembly Committees on Local Government and Housing & Community Development on 06/03/2013. Author's amendments, re-referred to Local Government on 06/17/2013. From Local Government: Do pass (EDT) to Housing & Community Development on 06/26/2013. From Housing & Community Development: Do pass (4-2) on 07/03/2013. From Assembly: Passed (46-29), to Senate for concurrence on 08/08/2013. Senate concurred in Assembly amendments, to Enrollment on 08/15/2013. Withdrawn from Enrollment, held at Senate desk on 08/19/2013.</p>

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

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ENVIRONMENT		CEQA	Status: Passed to ASSEMBLY
SB 633		Bill Summary Amends the California Environmental Quality Act. Specifies, for purposes of new information exception to the prohibition on requiring a subsequent or supplement environmental impact report, that a specified exception applies if new information was not known and could not have been known by the lead or any responsible agency at the time the report was certified as complete. Authorizes the development of guidelines to exempt projects involving minor temporary uses of land and public gatherings.	Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (39-0) to Assembly on 05/30/2013. To Assembly Committee on Natural Resources on 06/17/2013. From Natural Resources: Do pass (9-0) to Appropriations on 07/01/2013. Amended, re-referred to Appropriations on 08/06/2013.
Author Pavley	Party D		
Location Assembly: A			
Next Hearing			
Positions			
ENVIRONMENT		Environment: California Environmental Quality Act	Status: Passed to ASSEMBLY
SB 731		Bill Summary Relates to the State Environmental Quality Act. Provides that certain impacts of a residential, mixed-use, or employment center project within a transit priority area shall not be considered significant impacts. Requires guidelines for thresholds of significance for noise and transportation impacts to be made available. Requires preparation of environmental impact reports. Extends the tolling of time for judicial actions and mitigation measures. Relates to sustainable communities planning and grants.	Recent Activity From Appropriations: To Suspense File on 05/20/2013. From Appropriations: Do pass (7-0) on 05/23/2013. From Senate: Passed (39-0) to Assembly on 05/29/2013. To Assembly Committees on Natural Resources and Local Government on 06/17/2013. From Natural Resources: Do pass (6-1) to Local Government on 07/01/2013. Amended, re-referred to Local Government on 08/06/2013. From Local Government: Do pass (7-0) to Appropriations on 08/14/2013. From Appropriations: To Suspense File on 08/21/2013. From Appropriations: Do pass (11-0) on 08/30/2013. Amended on 09/06/2013. Re-referred to Natural Resources and Local Government on 09/09/2013. Author's amendments, re-referred to Natural Resources on 09/09/2013. From Natural Resources: Do pass (5-1) to Local Government on 09/10/2013. From Local Government: Do pass (9-0) on 09/11/2013.
Author Steinberg	Party D		
Location Assembly			
Next Hearing			
Positions SCAG: Work With Author CA League: Watch CSAC: Support in Concept RCTC: Work With Author SANBAG: Work With Author			
WATER BOND		Safe Drinking Water, Water Quality, and Water Supply	Status: Pending
SB 848		Bill Summary Repeals the provisions of existing law that created the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. Enacts the Safe Drinking Water, Water Quality, and Flood Protection Act of 2014 which would authorize the issuance of bonds pursuant to the State General Obligation Bond Law to finance a safe drinking water, water quality, and water supply program.	Recent Activity Introduced 01/09/2014. To Senate Committees on Natural Resources & Water, Environmental Quality, and Governance & Finance on 01/23/2014. From Natural Resources & Water: Do pass (6-0) to Environmental Quality on 02/11/2014. From Environmental Quality: Do pass (6-2) to Governance & Finance on 02/19/2014. From Governance & Finance: Do pass (5-2) to Appropriations on 02/26/2014.
Author Wolk	Party D		
Location Senate: A			
Next Hearing			
Positions			

SCAG California Legislative Matrix

May 2014

WATER BOND

Safe, Clean, and Reliable Drinking Water Supply Act

Status: Pending

SB 927

Author
Cannella

Party
R

Location
Senate: NRW, EQ, G&F

Next Hearing

Positions

Bill Summary

Existing law creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. The bond act, among other things, makes specified amounts available for projects relating to drought relief, water supply reliability, ecosystem and watershed protection and restoration, and emergency and urgent actions that ensure safe drinking water supplies are available in disadvantaged communities and economically distressed areas. Existing law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would rename the bond act as the Safe, Clean, and Reliable Drinking Water Supply Act of 2014 and make conforming changes. The bill would instead authorize the issuance of bonds in the amount of \$9,217,000,000 by reducing the amount available for projects related to drought relief and water supply reliability, as specified. The bill would remove the authorization for funds to be available for ecosystem and watershed protection and restoration projects, and would increase the amount of funds available for emergency and urgent actions to ensure safe drinking water supplies in disadvantaged communities and economically distressed areas.

Recent Activity

Introduced on 01/29/2014. To Senate Committees on Natural Resources & Water, Environmental Quality, and Governance & Finance on 02/06/2014. From Natural Resources & Water: Not heard in Committee on 04/08/2014. From Natural Resources & Water: Failed passage (3-6), reconsideration granted, on 04/22/2014.

TRANSPORTATION: PARKING

SB 953

Author
Roth

Party
D

Location
Senate: A

Next Hearing

Positions

Vehicles: Parking: Public Grounds

Bill Summary

Amends existing law prohibiting a person from driving a vehicle or animal, or stopping, or leaving standing a vehicle or animal, whether attended or not, upon the driveways, paths, parking facilities, or ground of specified public entities, including a transit district and a public transportation agency, except with the permission of, and upon and subject to specified conditions, of the governing body of a specified public body. Includes specified county transportation commissions with the listed entities.

Status: Pending

Recent Activity

Introduced on 02/06/2014. To Senate Committee on Transportation & Housing on 02/20/2014. Author's amendments, re-referred to Transportation & Housing on 04/21/2014. From Transportation & Housing: Do pass (10-1) on 04/22/2014. Re-referred to Appropriations on 05/05/2014.

RCTC: Sponsor
SANBAG: Support

TRANSPORTATION

Public Works

Status: Pending

SB 969

Author
DeSaulnier

Party
D

Location
Senate: T&H

Next Hearing

Positions

Bill Summary

Authorizes these provisions to be known and cited as the Public Works Project Overview Improvement Act. Defines a megaproject as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000. Requires the agency administering a megaproject to establish a peer review group and to take specified actions to manage the risks associated with a megaproject including establishing a comprehensive risk management plan, and regularly reassessing its reserves.

Recent Activity

Introduced on 02/10/2014. To Senate Committee on Transportation & Housing on 02/20/2014.

SANBAG: Oppose Unless Amended

SCAG California Legislative Matrix

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<p>TRANSPORTATION</p> <p>SB 990</p> <p>Author Vidak</p> <p>Location Senate: T&H</p> <p>Next Hearing</p> <p>Positions RCTC: Oppose SANBAG: Oppose VCTC: Oppose</p>	<p>Transportation Funds: Disadvantaged Small Communities</p> <p>Bill Summary Requires that no less than a specified percentage of funds available for regional improvement projects to be programmed in the regional transportation improvement program for disadvantaged small communities. Requires regional transportation agencies and county transportation commissions, in programming these moneys, to prioritize funding congestion relief and safety needs.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/12/2014. To Senate Committee on Transportation & Housing on 02/20/2014. Author's amendments, re-referred to Transportation & Housing on 04/21/2014. From Transportation & Housing: Failed passage (3-8), reconsideration granted on 04/29/2014.</p>
<p>LACMTA TRANS. & USE TAX</p> <p>SB 1037</p> <p>Author Hernandez</p> <p>Location Assembly</p> <p>Next Hearing</p> <p>Positions</p>	<p>Los Angeles County MTA: Transactions and Use Tax</p> <p>Bill Summary Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for the funding of specified transportation-related purposes pursuant to an adopted expenditure plan and subject to voter approval. Existing law authorizes the MTA to seek voter approval to extend the sales tax pursuant to an amended ordinance, subject to various requirements and voter approval. This bill would require the MTA, prior to submitting an amended ordinance to the voters, to amend the expenditure plan previously prepared for the voter-approved Measure R transactions and use tax with respect to certain matters relating to projects and programs to be funded under Measure R and to develop a transparent process to determine the most recent cost estimates for those projects and programs. The bill would also require the MTA to include the updated expenditure plan in the Long Range Transportation Plan. The bill would require the updated Long Range Transportation Plan to include capital projects and capital programs that are adopted by each subregion, as specified, and that are submitted to the MTA for inclusion in the Long Range Transportation Plan.</p>	<p>Status: Passed to ASSEMBLY</p> <p>Recent Activity Introduced on 02/18/2014. To Senate Committee on Rules on 02/27/2014. Author's amendments, re-referred to Rules on 03/24/2014. Re-referred to Transportation & Housing and Governance & Finance on 03/26/2014. From Transportation & Housing: Do pass (11-0) to Governance & Finance on 04/29/2014. From Governance & Finance: Do pass (6-1) on 05/07/2014. To Third Reading on 05/08/2014. From Senate: Passed (31-2) to Assembly on 05/12/2014. Awaiting committee assignment.</p>
<p>TRANSPORTATION: VMT</p> <p>SB 1077</p> <p>Author DeSaulnier</p> <p>Location Senate: A</p> <p>Next Hearing To Suspense File</p> <p>Positions</p>	<p>Vehicles: Mileage-Based Fee Pilot Program</p> <p>Bill Summary This bill would require the State Transportation Agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax. The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2017. The bill would require the report to include, among other things, recommendations on how best to implement an MBF, as specified, and recommendations regarding public and private agency access to MBF data that ensures privacy rights as protected by the California Constitution. The bill would repeal these provisions on January 1, 2018.</p>	<p>Status: Pending</p> <p>Recent Activity Introduced on 02/19/2014. To Senate Committee on Transportation & Housing on 02/27/2014. From Transportation & Housing: Not heard in Committee on 04/01/2014. Author's amendments, re-referred to Transportation & Housing on 04/21/2014. From Transportation & Housing: Do pass (9-0) to Appropriations on 04/29/2014. From Appropriations: To Suspense File on 05/12/2014.</p>

SCAG California Legislative Matrix

May 2014

WATER BOND

Safe, Clean, and Reliable Drinking Water Supply Act

Status: Pending

SB 1080

Author

Fuller

Party

R

Location

Senate: R

Next Hearing

Positions

Bill Summary

Relates to the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in a specified amount. Declares the intent of the Legislature to enact legislation to reduce the bond amount.

Recent Activity

Introduced on 02/19/2014. To Senate Committee on Rules on 02/27/2014.

CAP & TRADE FUNDS

Sustainable Communities: Strategic Growth Council

Status: Pending

SB 1122

Author

Pavley

Party

D

Location

Senate: A

Next Hearing

Positions

Bill Summary

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation. Existing law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Existing law authorizes moneys from the fund to be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments, including funding to reduce greenhouse gas emissions through strategic planning and development of sustainable infrastructure projects. Existing law requires certain transportation planning activities by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires metropolitan planning organizations to adopt a sustainable communities strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. Existing law establishes the Strategic Growth Council and requires the council to, among other things, manage and award grants and loans to support the development, adoption, or implementation of a regional plan or other planning instrument consistent with a regional plan that achieves specified objectives, including meeting the goals of the California Global Warming Solutions Act of 2006. Existing law specifies that the financial assistance provided shall be funded by the bond proceeds from the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006. This bill would additionally authorize the council to manage and award financial assistance for the purpose of supporting the implementation of sustainable communities strategies or alternative planning strategies, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature. The bill would require the council to adopt guidelines for the use of the funds by recipients. The bill also would authorize the council to award financial assistance for the development and implementation of agricultural, natural resource, and open space land protection plans that are consistent with the implementation of sustainable communities strategies, alternative planning strategies, or other regional greenhouse gas emission reduction plans.

Recent Activity

Introduced on 02/19/2014. To Senate Committees on Environmental Quality and Rules on 02/27/2014. Author's amendments, re-referred to Environmental Quality on 03/24/2014. From Environmental Quality: Do pass (6-0) to Rules on 04/02/2014. Re-referred to Transportation & Housing on 04/22/2014. From Transportation & Housing: Do pass (9-1) to Appropriations on 04/29/2014.

SCAG California Legislative Matrix

May 2014

ENVIRONMENT

Global Warming Solutions Act: Emissions Reduction

Status: Pending

SB 1125

Author
Pavley
Location
Senate: A
Next Hearing
A: 05/19/2014
Positions

Bill Summary

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to the 1990 level to be achieved by 2020. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, on or before January 1, 2016, and in consultation with specified entities, to develop quantitative, advisory reduction targets for greenhouse gas emissions and short-lived climate pollutants, as defined, for 2030 in order to inform future legislative action. The bill would require the state board to report to the Legislature on those targets. The bill, on January 1, 2020, would declare inoperative the requirement that the state board report to the Legislature.

Recent Activity

Introduced on 02/19/2014. To Senate Committee on Rules on 02/27/2014. Author's amendments, re-referred to Rules on 03/28/2014. Re-referred to Environmental Quality on 04/10/2014. From Environmental Quality: Do pass (5-2) to Appropriations on 04/30/2014. Author's amendments, re-referred to Appropriations on 05/13/2014.

ENVIRONMENT

Carbon Tax Law of 2014

Status: Pending

SB 1156

Author
Steinberg
Location
Senate
Next Hearing
Positions

Bill Summary

This bill, effective January 1, 2015, would impose a carbon tax of an unspecified amount per ton of carbon-dioxide-equivalent emissions on suppliers of fossil fuels. The bill would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board. The bill would state the intent of the Legislature that revenues from the carbon tax be rebated to taxpayers, particularly low- and medium-income taxpayers, of other taxes, and for implementation of the carbon tax to be revenue neutral.

Recent Activity

Introduced on 02/20/2014.

GOODS MOVEMENT

Trade Corridors Improvement Fund

Status: Pending

SB 1228

Author
Hueso
Location
Senate: A
Next Hearing
To Suspend File
Positions

Bill Summary

Provides for the continuation of the Trade Corridors Improvement Fund for the purpose of receipt and expenditure of revenues from sources other than a specified bond act. Provides for allocation of those revenues for similar purposes as the bond act, but specifically for infrastructure improvements that benefit the State's land ports of entry. Requires funded projects to demonstrate how they will reduce greenhouse gas emission consistent with the Greenhouse Gas Reduction Fund.

Recent Activity

Introduced on 02/20/2014. To Senate Committee on Rules on 03/06/2014. Author's amendments, re-referred to Rules on 03/27/2014. Re-referred to Transportation & Housing and Environmental Quality on 04/03/2014. From Transportation & Housing: Do pass (10-0) to Environmental Quality on 04/22/2014. From Environmental Quality: Do pass (7-0) to Appropriations on 04/30/2014. From Appropriations: To Suspend File on 05/12/2014.

WATER BOND

Safe, Clean and Reliable Drinking Water Supply Act

Status: Pending

SB 1250

Author
Hueso
Location
Senate: NRW, EQ, G&F
Next Hearing
Positions

Bill Summary

Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the California Water Infrastructure Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$10,150,000,000 pursuant to the State General Obligation Bond Law to finance public benefits associated with water storage and water quality improvement projects. This bill would provide for the submission of this bond act to the voters at the November 4, 2014, statewide general election.

Recent Activity

Introduced on 02/20/2014. To Senate Committee on Rules on 03/06/2014. Author's amendments, re-referred to Rules on 04/21/2014. Re-referred to Natural Resources & Water, Environmental Quality, and Governance & Finance on 04/22/2014. From Natural Resources & Water: Heard, but remains in Committee on 04/29/2014. Author's amendments, re-referred to Natural Resources & Water on 05/07/2014. From Natural Resources & Water: Not heard in Committee on 05/13/2014.

SCAG California Legislative Matrix

May 2014

TRANSPORTATION: High Occupancy Toll Lanes

HOT LANES

SB 1298

Author
Hernandez, E.

Party
D

Location
Senate: A

Next Hearing

Positions
SCAG: Support

Bill Summary

This bill would remove the limitations on the number of HOT lanes and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission, and would require that resources necessary in that regard be included in the Governor's proposed annual budget. This bill would enact new provisions revising and recasting existing provisions that currently authorizes HOT lanes value pricing- and transit demonstration programs on State Routes 10 and 110 in Los Angeles County. The bill would specify additional requirements for agreements between Metro, the Department of Transportation, and the Department of the California Highway Patrol that identify the respective obligations and liabilities of each party relating to the program. The bill would require Metro, with the assistance of the department, to establish appropriate traffic flow guidelines for the purpose of ensuring the optimal use of the HOT lanes by high-occupancy vehicles. The bill would delete the requirement that LACMTA may not change the vehicle occupancy requirement for access to the high-occupancy vehicle lanes in the identified corridors and would authorize LACMTA to define the hours of operation of the HOT lanes. The bill would include, within the reimbursable costs of state agencies from toll revenues, the maintenance of state highway facilities in connection with the demonstration program.

Status: Pending

Recent Activity

Introduced on 02/21/2014. To Senate Committee on Transportation & Housing on 03/06/2014. From Transportation & Housing: Do pass (11-0) to Appropriations on 04/29/2014.

WATER BOND

SB 1370

Author
Galgiani

Party
D

Location
Senate: NRW, EQ, G&F

Next Hearing

Positions

Reliable Water Supply Bond Act of 2014

Bill Summary

Repeals the provisions that would create the Safe, Clean, and Reliable Drinking Water Supply Act of 2012. This bill would enact the Reliable Water Supply Bond Act of 2014, which, if adopted by the voters, would authorize the issuance of bonds in the amount of \$6,260,000,000 pursuant to the State General Obligation Bond Law to finance surface water storage projects. The bill would provide for the submission of the bond act to the voters at the November 4, 2014, statewide general election.

Status: Pending

Recent Activity

Introduced on 02/21/2014. To Senate Committees on Natural Resources & Water, Environmental Quality, and Governance & Finance on 03/13/2014. Author's amendments, re-referred to Natural Resources & Water on 03/24/2014. From Natural Resources & Water: Heard, remains in Committee on 04/08/2014.

TRANSPORTATION

Vehicle Weight Fees: Transportation Bond Debt Service

SB 1418

Author
DeSaulnier

Party
D

Location
Senate: A

Next Hearing

To Suspense File

Positions

Bill Summary

Repeals provisions of existing law which allow for the transfer of weight fees on the registration of commercial motor vehicles from the State Highway Account to reimburse the General Fund for debt service on transportation bonds. Requires of specified percentage of the revenues derived from the increase in motor fuel excise taxes to be deposited in the State Highway Account to be allocated to city and county streets and roads, and another percentage to the State Highway Operation and Protection Program.

Status: Pending

Recent Activity

Introduced on 02/21/2014. To Senate Committee on Transportation & Housing on 03/13/2014. Author's amendments, re-referred to Transportation & Housing on 03/27/2014. From Transportation & Housing: Do pass (11-0) to Appropriations on 04/29/2014. From Appropriations: To Suspense File on 05/12/2014.

TRANSPORTATION

Local Agency Public Construction Act

SB 1433

Author
Hill

Party
D

Location
Assembly

Next Hearing

Positions
OCTA: Support
SANBAG: Support

Bill Summary

Relates to the local agency public construction act. Amends existing law authorizing a transit operator to enter into a design build contract. Relates to transit district municipal operator, included municipal operator, or transit development board, a consolidated agency, or any joint powers authority. Includes a local or regional agency responsible for the construction of transit projects. Eliminates the requirement that the project cost exceed a specified amount. Deletes the repeal date.

Status: Passed to ASSEMBLY

Recent Activity

Introduced on 02/21/2014. To Senate Committee on Transportation & Housing on 03/13/2014. From Transportation & Housing: Do pass (10-0) to Appropriations on 04/22/2014. From Appropriations: Do pass (6-0) on 05/05/2014. From Senate: Passed (35-0) to Assembly on 05/08/2014. Awaiting committee assignment.

Assembly Committees: Accountability & Administrative Review (AAR) | Appropriations (A) | Arts, Entertainment, Sports, Tourism & Internet Media | Budget (B) | Housing & Community Development (HCD) | Jobs, Economic Development & The Economy (JEDE) | Local Government (LG) | Natural Resources (NR) | Revenue & Taxation (R&T) | Rules | Transportation (T) | Utilities & Commerce (U&C) | Water, Parks & Wildlife (WPW) | Senate Committees: Appropriations (A) | Business, Professions & Economic Development (BPED) | Education (EDU) | Elections & Constitutional Amendments (ECA) | Energy, Utilities & Communications (EUC) | Environmental Quality (EQ) | Governance & Finance (G&F) | Governmental Organization (GO) | Judiciary (J) | Labor & Industrial Relations (LIR) | Natural Resources & Water (NRW) | Rules (R) | Transportation & Housing (T&H)

SCAG California Legislative Matrix

May 2014

ENVIRONMENT: CEQA Environmental Quality: Judicial Review: Standing

Status: Pending

SB 1451	
Author Hill	Party D
Location Senate: J	
Next Hearing	
Positions	

Bill Summary

Relates to the California Environmental Quality Act. Requires that the alleged grounds for Act noncompliance shall have been presented to a public agency prior to the close of a public hearing on the project under certain conditions. Limits the standing of a person objecting to the project prior to the close of the hearing before the filing of notice of determination for which no public comment period was provided by the Act. Extends related preclusion provisions.

Recent Activity

Introduced on 02/21/2014. To Senate Committee on Rules on 03/13/2014. Author's amendments, re-referred to Rules on 04/21/2014. Re-referred to Environmental Quality and Judiciary on 04/24/2014. From Environmental Quality: Do pass (4-1) to Judiciary on 04/30/2014. From Judiciary: Not heard in Committee on 05/06/2014.

VOTER THRESHOLD Local Government Transportation Project: Voter Approval

Status: Pending

SCA 4	
Author Liu	Party D
Location Senate: R	
Next Hearing	
Positions Metro: Support OCTA: Oppose	

Bill Summary

Proposes an amendment to the Constitution to provide the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of a related proposition that includes certain requirements. Prohibits the local government from expending any revenues derived from a special transportation tax approved by the voters at any time prior to the completion of a identified capital project funded by specified revenues.

Recent Activity

Introduced on 12/03/2012. To Senate Committees on Governance & Finance and Rules on 02/14/2013. Author's amendments, re-referred to Governance & Finance on 03/19/2013. From Governance & Finance: Be adopted (5-1), to Rules on 05/15/2013. Amended, re-referred to Rules on 05/21/2013. Re-referred to Transportation & Housing on 05/29/2013. From Transportation & Housing: Not heard in committee on 07/09/2013. From Transportation & Housing: Be adopted (7-2), to Rules on 08/27/2013.

FINANCE Initiative Measures: Funding Source

Status: Pending

SCA 6	
Author DeSaulnier	Party D
Location Senate	
Next Hearing Third Reading File	
Positions	

Bill Summary

Proposes an amendment to the Constitution to prohibit an initiative measure that would result in a net increase in state or local government costs, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.

Recent Activity

Introduced on 12/03/2012. To Senate Committee on Elections & Constitutional Amendments on 02/07/2013. From Elections & Constitutional Amendments: Be adopted (3-1) to Appropriations on 03/19/2013. From Appropriations: To Suspense File on 04/08/2013. From Appropriations: Be adopted (5-2) on 05/23/2013.

VOTER THRESHOLD Transportation Projects: Special Taxes: Voter Approval

Status: Pending

SCA 8	
Author Corbett	Party D
Location Senate: R	
Next Hearing	
Positions Metro: Support OCTA: Oppose VCTC: Support	

Bill Summary

Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition includes certain requirements.

Recent Activity

Introduced on 12/14/2012. To Senate Committees on Governance & Finance and Rules on 02/14/2013. From Governance & Finance: Be adopted (5-2), to Rules on 05/15/2013. Amended, re-referred to Rules on 05/21/2013. Re-referred to Transportation & Housing on 05/29/2013. From Transportation & Housing: Not heard in committee on 07/09/2013. From Transportation & Housing: Be adopted (7-2), to Rules on 08/27/2013.

SCAG California Legislative Matrix

May 2014

VOTER THRESHOLD

Local Government: Economic Development: Special Taxes

Status: Pending

SCA 9

Author
Corbett

Location
Senate: A

Next Hearing

Positions

Party
D

Bill Summary

Proposes an amendment to the Constitution to provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects requires the approval of a specified percentage of its voters voting on the proposition, if the proposition contains specified requirements.

Recent Activity

Introduced on 12/18/2012. To Senate Committees on Governance & Finance and Elections & Constitutional Amendments on 02/07/2013. From Governance & Finance: Be adopted (5-1), to Elections & Constitutional Amendments on 05/15/2013. Amended, re-referred to Elections & Constitutional Amendments on 05/21/2013. From Elections & Constitutional Amendments: Be adopted (3-0) to Rules on 06/18/2013. Re-referred to Appropriations on 06/27/2013.

LEGISLATIVE PROCEDURE

Legislative Procedure

Status: Pending

SCA 10

Author
Huff

Location
Senate: R

Next Hearing

Positions
CA League: Support

Party
R

Bill Summary

Authorizes a committee to hear or act on a bill if the bill, in the form to be considered by the committee, has been in print and published on the Internet for at least 15 days. Prohibits either house of the Legislature from passing a bill until the bill, in the form to be voted on, has been made available to the public, in print and published on the Internet, for at least 72 hours preceding the vote.

Recent Activity

Introduced on 01/22/2013. To Senate Committee on Rules on 01/31/2013.

VOTER THRESHOLD

Local Government: Special Taxes: Voter Approval

Status: Pending

SCA 11

Author
Hancock

Location
Senate: A

Next Hearing

Positions
OCTA: Oppose

Party
D

Bill Summary

Proposes an amendment to the Constitution to condition the imposition, extension, or increase of a special tax by a local government upon the approval of 55% of the voters voting on the proposition, if the proposition proposing the tax contains specified requirements.

Recent Activity

Introduced on 01/25/2013. To Senate Committees on Governance & Finance and Elections & Constitutional Amendments on 02/07/2013. From Governance & Finance: Be adopted (5-1), to Elections & Constitutional Amendments on 05/15/2013. Amended, re-referred to Elections & Constitutional Amendments on 05/21/2013. From Elections & Constitutional Amendments: Be adopted (3-0) to Rules on 06/18/2013. Re-referred to Appropriations on 06/27/2013.